

In fact, "Cadets at Kings Point" could be described as a blend of Annapolis Ahoy! () and "'Pewee' Clinton, Plebe" (), with the setting transferred to the USMMA. "Salty" Salter, a merchant seaman during the war, enters Kings Point.

We heard about that story as Rooks and it stayed with us for the next four years. No class in between attempted the stunt again. Early in the Fall of our senior year, Andy Patten took a trip with his parents and sister to visit Kings Point. Posing in civilian clothes as a prospective midshipman, Andy made a reconnaissance of the campus, taking photos of the bell and surrounding location. When he returned to campus, he had a meeting with Glenn Dennis and Bill Symolon to discuss a plan. One of the main points noted was when Jack Geoghegan made his run on Kings Point he took along a large contingent of classmates; something like 15 or more. We knew that was just too many bodies with too much chance for discovery. We settled on a raid mission with a very small force. We quickly agreed and then had to pick the team. Since Bill was the Cadet 1st Captain of our class, we all knew that he would have to be in this party to take up where Jack had left off. Andy, having made the reconnaissance and given us the basics of the plan, was a solid 2nd member. Glenn Dennis clearly wanted to be in, but, showing the maturity of a good ROTC student who had absorbed the leadership lessons of instructors like Ranger Captain Doug Detlie, realized that the CO and XO of a unit should never be on a mission together. He reluctantly agreed to stay behind. Who would be the other two members? We felt the team had to have the Army Ranger-type personalities, so Mike Stalkus, with his prior Army experience, immediately came to mind. He quickly signed up. Finally, the 4th member came looking for us. Somehow, word of this plan had leaked out even though we tried to keep it close-hold so no one in school administration might stop it before it began. Tom Keller came to us one night and just about begged to be in the Bell Force. With his high enthusiasm, he became number 4. Next decision point was when to conduct the raid. We chose the night of the Kings Point "Coast Guard Academy game, knowing the campus would be nearly deserted. It was a near flawless operation with the only misstep being an inadvertent clanging of the bell one time, but not enough to draw attention. On the way back, we were stopped by a police officer for a reason lost to memory. But, thanks to some quick thinking and fast talking by Andy, who was driving, the good cop let us go. And we made it safely back to campus. This escapade could never have succeeded without a grand plan well executed and an equal measure of good luck. The plan grew out of the combined efforts of the classmates involved. A third windfall came unexpectedly.

Chapter 2 : Officer cadet - Wikipedia

The United States Merchant Marine Academy (also known as USMMA or Kings Point), one of the five United States service academies, is located in Kings Point, New York. The academy is charged with training officers for the United States Merchant Marine, branches of the military, and the transportation industry.

Thirty-three midshipmen who were to depart for sea within the next 8 days were suddenly confined to campus. The decision is an affront to every constituency of the Academy, starting with the incredible harm done to the midshipmen. There are now cadets who face the very real possibility that they will not graduate on time. Then there are those who are about to commence their second class junior year at the Academy. Upon commencing that year, if they drop out, they can be called to active duty for three years as seamen in the U. In a true example of adding insult to injury, the suspension of sea year is also incredibly insulting to midshipmen particularly women midshipmen and implies that all Kings Point cadets are in need of special coddling. The reaction in the industry, as reflected in discussion groups on various on-line maritime forums, is that midshipmen cannot hack a tough life at sea. Our current midshipmen, like those who came before them, would not hesitate to take similar heroic action without regard to the personal consequences; but some nimrod in Washington has concluded that they must be protected from an unidentified, non-specific threat. Verba Non Acta rules the day in Washington to the great detriment of the cadets. It creates the assumption that we cannot make our way in the world and deal with " and stop " sexual harassment in the workplace. If cadets must be sheltered from the mere possibility of sexual harassment while in training, then what message does that send about an alumnus boarding a ship? This rash and thoughtless act tarnishes the Academy as an institution. Kings Point proudly and justifiably touts the fact that it led the way in admitting women to the federal academies. That pride was furthered as we witnessed those pioneering women excelling " in an industry that was far more sexist than it is now " and achieving the ranks of Master and Chief Engineer and assuming leadership roles in the maritime industry ashore. Whatever sexual harassment problems may exist in the industry today, does anyone truly believe that they are worse now than they were for those pioneers? Yet they survived and excelled. Merchant Marine have partnered in the sea year program with amazing success. In one ill-thought-out move apparently without any consultation whatsoever, that partnership has been shattered. Merchant Marine, there are ways to address it without the drastic action of a sudden suspension of a vital aspect of the Academy experience. Department of Labor enforces Title VII and has enormous power that it can bring to bear upon a company that tolerates harassment, hazing, coercion or retaliation. Coast Guard can and will investigate sexual harassment aboard merchant ships and can pull the papers of anyone found guilty of it. Punish the perpetrators " not the industry " and certainly not the victims. This suspension is a demonstration of the failure of leadership at the highest levels. This would never be allowed at any other Academy. The other academies may have their problems, but having leadership in place that has lived the mission is not one of them. When the Secretary of the Navy gets advice about the Naval Academy, he is not getting it from people who have no clue what it means to be in the Navy. Yet the Secretary of Transportation is relying on advice from a Superintendent who did not come to Kings Point from the highest levels of the maritime industry, but from a teaching role at the Army War College " and only after the job description for the Superintendent position was deliberately altered to remove the requirement that the Superintendent have significant experience in the merchant marine. This appointment and the watering down of the job description came from MARAD and DOT leadership sharing the same obliviousness about the merchant marine. The current Maritime Administrator has no background in the merchant marine and instead is a former submarine officer. This is the group that advises the Secretary about the U. You really cannot make this up. We address the problem and are prepared to account for the solution we chose. Nothing else will bring the correct perspective, experience, and change so desperately needed at Kings Point. The stand down should be reversed immediately. The goal should be to develop appropriate measures to address actual issues and then establish industry guidelines designed to ensure a threat-free work environment. Further, as is appropriate for an institution of the caliber of Kings Point, the vision should not be to establish a safe working environment

solely for midshipmen in the U. Merchant Marine; rather, MARAD and the Academy should take a leadership role in establishing standards that apply aboard every ship of every flag, While problems may remain in the U. Merchant Marine, they pale in comparison to the very significant problems that exist aboard flags of convenience where unlicensed crew members from impoverished nations must endure unspeakable acts of sexual abuse from shipboard management in order to pursue a livelihood.

Chapter 3 : The Sea Year Stand Down must be reversed – The Kings Point Sentry

The men listed below were cadets or cadet/midshipmen who died during World War II while members of the Cadet Corps. All but two of them have their names on the Memorial Monument at Kings Point; Carl Brandler and Kenneth McAuliffe.

The term "officer candidate" or "officer trainee" is generally used for officer candidates who are seeking their commission by means other than ROTC or a service academy, such as through Officer Candidate School OCS. The term "officer candidate" is for others seeking a commission as an officer. The term "cadet" may also be used generally to refer to students at a private military academy, or members of a youth group associated with the military who are receiving preliminary training with the intention of joining the military, sometimes at a younger age than they would be able to do otherwise. Officer cadets are generally paid below the standard pay rates for junior officers, but receive some of the rights and responsibilities of a junior officer during their training. Cadets or midshipmen holding cadet-enlisted rank must salute cadet or midshipman officers within their own branch of the service. Cadet officer ranks [14] in US Army ROTC are denoted by "pips" – one to three circular insignia denoting the company-grade equivalents, one to three diamond-shaped insignia denoting the field-grade equivalents. However the ranks are different among the six SMCs. All cadets are required to salute commissioned officers regardless of branch. Service academies[edit] Each U. Military Academy West Point [edit] United States Military Academy "class insignia" are worn on the collar and epaulets of certain uniforms. On traditional "dress grey" and "full dress grey" uniforms and overcoats, the class insignia is indicated by the number of service stripes one to three denoting completed years at the academy. These stripes are located on the lower sleeve for the under two classes and on the upper sleeve for the upper two classes. Visitors are sometimes confused to see cadets early in the academic year wearing the insignia of cadet private first class - such cadets are often reduced in rank for any of a variety of reasons , but have already completed their first year and as such are no longer cadet privates "plebes". Rank within the Corps of Cadets is denoted by collar insignia "railroad tracks," a number of black enamel bars with silver outline, or epaulet stripes from one for cadet corporal to six for cadet captain in certain command and staff roles on certain uniforms. On the traditional dress-grey-based uniforms and overcoats, chevrons denote rank in the Corps. A cadet corporal wears two chevrons on the lower sleeve. A cadet sergeant wears two chevrons on the upper sleeve, a cadet lieutenant three, and a cadet captain from four to six chevrons. Air Force Academy[edit] The shoulderboard insignia of the USAF Academy cadet vice wing commander The rank of United States Air Force Academy cadets is denoted by the insignia on their shoulderboards in all "blues" uniforms, including "blues", service dress , overcoats, mess dress and parade dress. All cadet shoulder boards carry the heraldic nebuly device, commonly referred to as "clouds" by cadets. Third class cadets have one thin bar ground underneath the clouds; second and first class cadets wear two thin bars, one each above horizon and below the clouds. Additional chevrons denote cadet non-commissioned officer ranks, while additional bars denote cadet officer ranks. An exception to this is the unranked cadets, who are on probation of some kind academic, athletic, military, honor, etc. For unranked third class cadets, only ground and cloud are present; for unranked second class cadets only ground, cloud, and horizon are present; for unranked first class cadets only ground, cloud, horizon and one thin bar are present. Vertical diamonds on the boards of second class cadets indicate either squadron or group superintendent positions. Horizontal diamonds on the same indicate squadron first sergeant positions. Stars on first class cadet boards indicate either flight, squadron, or group command positions. If multiple stars are present, the cadet is either the vice wing commander two stars , or the wing commander three stars , the senior cadet in the Wing. The only second class cadet rank with a star present is the Wing Command Chief, the senior second class cadet. On the now retired Battle Dress Uniform or current Airman Battle Uniform , Air Force Academy cadets wear metal blue bars or chevrons on their lapels to denote their rank. While fourth class cadets wear no insignia on combat uniforms, they are awarded a Prop and Wings after recognition, to be worn on the flight cap and on the lapels of service dress. Naval Academy Annapolis and U. The first is a metal pin-on device. It is a colored shield with a gold anchor with a silver star

above it. The color of the background denotes the class. The colors all have historic meanings: The second type of insignia is shoulder boards. First class leadership positions have increasing numbers of horizontal stripes, up to six for the Regimental Commander or Summer Battalion Commander, as well as a matching number of sleeve stripes on the Service Dress Blues and Parade Dress Blue uniforms. NSCC midshipmen are adult leaders in training who are between the ages of 18 and 24. An NSCC instructor is an adult leader who either has an interest in becoming an NSCC officer or who wants to dedicate his time to mentoring and training cadets.

Chapter 4 : Cadet Midshipmen Who Died in World War II | Kings Pointers in World War II

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History[edit] Between and , diverse federal legislation supported maritime training through school ships, internships at sea, and other methods. A disastrous fire in aboard the passenger ship SS Morro Castle , in which lives were lost, convinced the U. Congress that direct federal involvement in efficient and standardized training was needed. Originallyâ€”and in cooperation with the State of New York which donated the land â€”the U. Merchant Marine Cadet Corps was established. The academy was dedicated on 30 September , by President Franklin D. Its enrollment rose to 2, men, and the planned course of instruction was reduced in length from four years to 18 months. To meet the wartime needs for qualified merchant marine officers two additional merchant marine cadet training school sites were established, one located in Pass Christian, Mississippi , and the other in San Mateo, California. The location in Pass Christian was similarly closed in In spite of the war, shipboard training continued to be an integral part of the academy curriculum, and midshipmen served at sea in combat zones the world over. One hundred and forty-two midshipmen gave their lives in service to their country, and many others survived torpedo and aerial attacks. From to , the academy graduated 6, officers. In , such a course was instituted. Authorization for awarding the degree of bachelor of science to graduates was granted by Congress in The academy became fully accredited as a degree-granting institution in the same year. It was made a permanent institution by an Act of Congress in The academy accelerated graduating classes during the Korean War and the Vietnam War. It was involved in such programs as training U. Admission requirements were amended in , and this Academy became the first federal service academy to enroll female students, two years before the Military , Naval , Air Force , and Coast Guard Academies. During the Persian Gulf War in early , and for many months prior to the war, both Academy graduates and midshipmen played important roles in the large sealift of military supplies to the Middle East. Midshipmen training at sea also participated in the humanitarian sealift to Somalia during Operation Restore Hope. Department of Transportation for use as the new training vessel at the academy. The report recommended halving the federal subsidy and requiring students to pay half of tuition to reduce costs. Midshipman, faculty, and staff from the academy, within hours of the attack, were using boats from the waterfront and sending them to the city. Members of the Merchant Marine Academy participated in the relief efforts for nine days. Many graduates were involved in the transportation of supplies during the buildup to the war in Many graduates in the U. Naval Reserve , now known as the Navy Reserve , have been called to active duty to serve supporting naval roles in ports in Iraq and Kuwait. Graduates who have entered other branches of the service have had more direct roles in Iraq. Aaron Seesan , a graduate and army first lieutenant , was the first graduate to give his life for his country during a war since the Vietnam War. Bush delivering the commencement address at the academy. Because of the service of midshipmen in every major conflict the country has been involved in since World War II, the regiment is privileged to carry a regimental battle standard. The Merchant Marine Academy is the only Federal Service Academy granted the right to do so, and the standard is carried with the colors at all times. Campaign ribbons from all the conflicts in which midshipmen have taken part help to dress the battle standard, and bring honor to the academy and her midshipmen. Bush gave the commencement address at the academy, becoming the first sitting president to visit the academy. Be of good moral character. Be at least 17 years of age and must not have passed his or her 25th birthday before July 1 in the year of entrance. Be a citizen of the United States either by birth or naturalization, except for a limited number of international midshipmen specially authorized by Congress. Meet the physical, security and character requirements necessary for appointment as midshipman in the U. Obtain a Congressional nomination to the academy from a member of Congress. Submit a completed application; and Qualify academically. Security Clearance â€” In order to receive a commission at graduation as an officer in the U. Armed Forces, candidates are required to complete a security clearance upon enrollment at the academy. Organization[edit] The academy is administered by the U. The 1st and 2nd Companies form the 1st Battalion, the 3rd and Band Companies make up the 2nd Battalion, while the 4th and 5th Company

make the 3rd Battalion. Company assignment is random, although candidates with experience of playing a musical instrument are highly considered for joining the Band Company. The Department Head is assisted by two federal police officers and two federal guards, with contract security guards utilized to meet minimum manning requirements. Federal police officers, federal guards, and contract guards wear distinct uniforms and perform access control, foot and motor patrols, respond to transmitted fire and security alarms, address safety and security matters, direct traffic, and enforce parking and traffic regulations. The guards have no arrest authority other than that of an ordinary citizen. It is a high-stress, intensive introduction to regimental life at the academy including physical training, history, customs and courtesies, and drill and ceremony. After indoc, the academic year begins with Acceptance Day in August, when plebe candidates are sworn into the U. Navy Reserve and join the Regiment as plebes.

Chapter 5 : USMMA Issues Personal Satellite Communication Devices to Cadets | U.S. Merchant Marine A

The names on the War Memorial include the "", Maritime Commission Cadet Officers and Kings Point graduates; every one of them, whoever they might be, represent the ultimate expression of the Academy's motto "Acta non Verba - Deeds not Words".

At least 8, mariners were killed at sea, and an estimated 11, wounded. Among them were Cadets. Merchant Marine Academy, by virtue of its war dead, is the only Federal Academy authorized to carry a Battle Standard. Cadets went to sea with their books and were required to write reports upon return, describing enemy craft seen, damage, lifeboat voyages, acts of heroism, etc. In reports filed, cadets described attacks on different ships, of which were sunk. He was still aboard on October 9, , when the unarmed SS City of Flint, clearly marked as neutral and carrying general cargo from New York to Great Britain was stopped in mid-Atlantic by the German pocket battleship Deutschland. The Nazis decided lubricating oil in her holds was "contraband," and put on a "prize crew" which took the ship month-long journey to Norway via Murmansk. Norwegian commandos eventually freed the ship and crew. Curry, and sailed to Murmansk again. On her return voyage in March the ship, weakened by many bomb "near-misses" and a winter in the Arctic, broke in half, and sank with no casualties. Foote was one of 25 killed when the ship was sunk by German dive bombers; Anderson spent 4 days in an open lifeboat in the Arctic, then was torpedoed during the return voyage on the SS Bellingham in QP The men spent 32 days in a lifeboat along with 47 other crew members, running out of provisions by the 18th day. They reached one uninhabited Caribbean island, then another, before finally landing in the Bahamas. Sigman, assisted at the 3 inch gun as second loader when the SS Nathaniel Currier was attacked by Aichi 99 dive bombers "off a Southwest Pacific island" on June 16, The crew shot down two planes and badly damaged two others. Williams was assigned deck cadet on the SS Booker T. Washington, which carried war cargo to Europe and North Africa during his 10 months aboard. After graduation he went on active duty with the Navy -- which was finally accepting African-Americans as officers -- becoming the second African-American to be made an officer in the Naval Civil Engineer Corps. Williams, shown at right Robert J. Rhein rendered "meritorious service" on the 23 year-old Esso tanker John Worthington, when she was torpedoed off Brazil while in convoy. Three main tanks were flooded and the engine room slightly damaged, forcing the ship to leave the convoy and making a 4, mile dash for Galveston, Texas for permanent repairs. Price was badly injured, but took command of a lifeboat and rescued other survivors from the water. The Japanese stopped one of the lifeboats, and broke the oars and took the sails, mast, charts, rations, and flashlight. They were in a lifeboat for 11 days before reaching land. Henderson aboard, engaged in a 12 hour-long battle with a Japanese submarine in the Indian Ocean. The sub fired 5 torpedoes and about 60 shells, while the Yamhill answered with about 30 shells. Mitchell and his shipmates managed to reach Corregidor, were taken prisoner, and were interned by the Japanese. For three years at Santo Tomas and Los Banos he subsisted on rice, potatoes and occasional water buffalo, his weight dropping from to pounds. Finally, with the aid of American paratroopers and Filipino guerrillas who came over the walls, the prisoners killed their Japanese captors and averted their planned massacre. Kutney displayed heroism while serving aboard the Liberty ship Francis Scott Key. While in Murmansk, Moran escaped from a hotel which was severely damaged and on fire from German bombs, but returned to save a Russian Army officer who was unconscious inside. Kutney was wounded while manning an anti-aircraft gun, but remained at his station until enemy aircraft were driven off. Rivera, Class of , was one of 7 Cadets or graduates whose names were used for Liberty ships to commemorate their bravery. Rivera was third mate on the Liberty ship William C. Gorgas in Convoy HX, torpedoed in mid-Atlantic, killing the engine room crew. The survivors were picked up by a British destroyer, which herself was torpedoed the following day, leaving only 12 survivors among the 67 merchant mariners and Armed Guard.

Chapter 6 : United States Merchant Marine Academy - Wikipedia

The cadets even rushed the court after a last-second shot by the sophomore Gabe Whitney secured a second straight N.C.A.A. Division III tournament appearance for Kings Point.

As with other military organizations, deaths during the war are not all directly caused by enemy actions. Among the there were young men who were killed in direct action against the enemy; they died from aerial and submarine torpedo, bombing and kamikaze attacks and German raider shelling. The enemy was not the only peril faced by merchant mariners at war. The supply line had to be maintained at all costs, and ships put to sea in all weather and sailed perilously close to each other in tight packed convoys day and night. Ships were prohibited from showing navigation lights and compelled to zigzag, changing course as a group in the dark of night, often in heavy seas. Frequent collisions were the inevitable result. Six Cadet-Midshipmen men died in collisions. Three died when their ships sank in violent storms: They all died serving in the line of duty supplying war material to the Allied forces. Unlike Navy ships, merchant ships carried no medical personnel. Primary treatment was usually provided on board with the aid of a first aid manual and medical treatment was deferred until the first port, often days, and sometimes weeks away. Delayed treatment often exacerbated medical problems. Seven men died of illnesses contracted while on duty on board ship or in training. Carey, Roy DuChene, A. Ships are dangerous places for the uninitiated in the best of times and, in the rush to man the burgeoning fleet, training was accelerated to a breakneck pace. Much was left to the initiative of the cadets, and some mishaps were inevitable. Five men died in shore based training or shipboard accidents. Life goes on, even in war, and death is an inevitable part of life. Quayle died ashore in foreign ports in various accidents not specifically related to a military action. They were serving honorably at the time of their deaths and their names are inscribed on the war memorial. Of the Cadet-Midshipmen who died in World War II, 52 would have been in the class of ; 80 would have been in the class of ; eight would have been in the class of ; and three would have been in the class of Somehow there was no record of Guy A. We now have records from his family that substantiate that he was a Cadet-Midshipman.

Chapter 7 : Establishing a National Center for Maritime Excellence at the USMMA

The Maritime Administration Announces New Superintendent for U.S. Merchant Marine Academy USMMA Issues Personal Satellite Communication Devices to Cadets USMMA Celebrates 75th Anniversary and Homecoming.

December 12, Crowley Memorial Scholarships during the Dec. Cann is a first-class midshipman ensign studying marine engineering and shipyard management. Policastro, is a second-class midshipman majoring in maritime logistics and security. He is involved in rigorous academic courses, for which he maintains a 3. He has spent more than days at sea as a deck cadet including stints for Military Sealift Command MSC , during which time he earned his Person in Charge endorsement; Tote Services; and most recently Crowley, aboard the company-managed Horizon Reliance and Horizon Pacific. Policastro plans to sail as a third officer on a commercial vessel upon graduation. Snyder, is a first-class midshipman originally from Jacksonville, Fla. She has sailed around the world as a cadet on both commercial and military MSC ships. She played an integral part in training the freshman Class of as the Company Executive Officer. Her primary goal after graduation is to sail commercially as a third mate in the Merchant Marine. Starr will graduate in with a degree in maritime logistics and security. Diehl and is currently serving as a deck cadet aboard the Matson-owned MV Manulani. Upon graduation, he plans to sail commercially as a third mate and is seeking a commission in the U. Navy Reserve as a Strategic Sealift Officer. He completed a two-week internship with U. Navy Training Squadron VT, totaling more than 20 hours of flight time. Upon graduation, Chiappe hopes to serve as a Navy pilot before joining a commercial maritime fleet. Memorial Scholarship Program in honor of his father who led the company to extraordinary heights before passing away in The company continues to give scholarship dollars to deserving students in the U. In , the program was expanded to Central America.

Chapter 8 : The Kings Point Bell Caper - Pennsylvania Military College

Joseph Banks Williams, the first African-American to enroll at and graduate from the U.S. Merchant Marine Cadet Corps, was a native of Annapolis who was refused admission into the Naval Academy. Williams was assigned deck cadet on the SS Booker T. Washington, which carried war cargo to Europe and North Africa during his 10 months aboard.

Chapter 9 : Portfolio at NYU

The shipping industry " which hosts hundreds of Kings Point cadets for sea year on its vessels " and merchant marine unions are working with the school to strengthen its training to prevent.