

U.S. Merchant Marine Academy Contemporary and Historical Information Resources

Professor Bert Chapman
Government Information, History, and Political Science Librarian
Purdue University Libraries and School of Information Studies
September 14, 2021



www.usmma.edu/

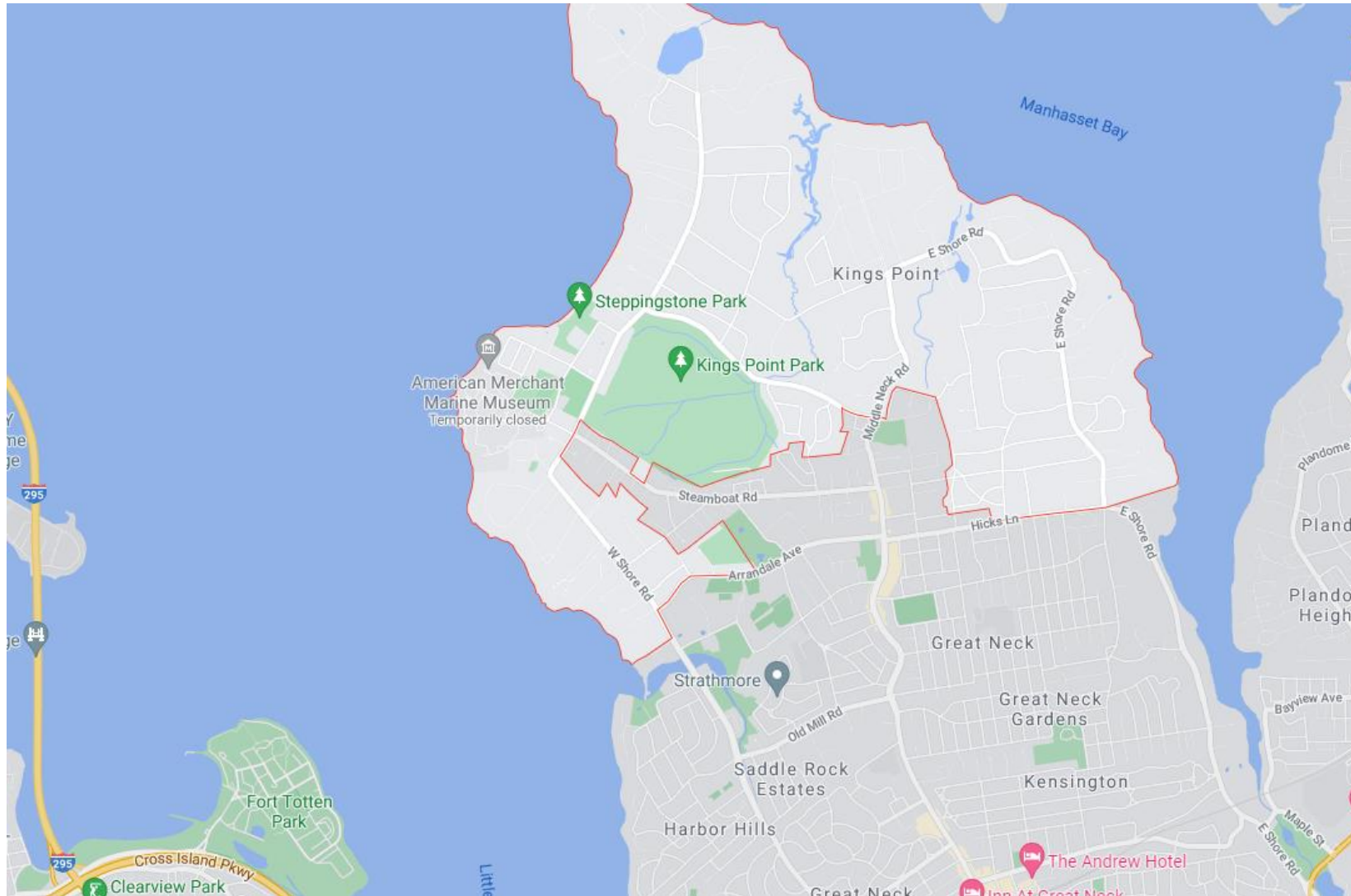


UNITED STATES
MERCHANT MARINE
ACADEMY

[ABOUT](#) [ADMISSIONS](#) [ACADEMICS](#) [ATHLETICS](#) [REGIMENTAL LIFE](#) [SEA YEAR](#) [SEARCH](#) [MENU](#)



Location: Kings Point, NY-Closed to public due to pandemic. Located approximately 14.7 miles northeast of LaGuardia Airport



Background Information



- Federal service academy educating and graduating leaders committed to serve U.S. national security, economic needs, and marine transportation as licensed Merchant Marine Officers and commissioned officers in the Armed Forces.
- Academy motto: “Acta Non Verba” “Deeds not words.”
- Leaders exemplify concept of “service above self.”
- Requires more credit hours for Bachelors degree than any other service academy.
- In addition to coursework, Academy requires midshipmen to have a Sea Year Experience acquiring hands-on, real-world experience aboard working commercial or military vessels sailing to ports around the world.
- Funded and operated by Dept. of Transportation’s Maritime Administration (MARAD)
- Midshipmen mastering this curriculum receive a Bachelor of Science degree, U.S. Coast Guard license, an officer’s commission in the armed forces.
- Upon graduation, possible service options include: Working five years in the U.S. maritime industry with eight years of service as an officer in any Armed Forces Reserve Unit; five years active duty in any armed forces branch.
- Merchant ships can be ordered to national service in war or national emergency which can include delivering personnel, supplies, and equipment overseas to U.S. and allied forces operating as a Navy auxiliary unit.
- Merchant marine is an essential part of American seapower.

Additional Maritime Administration assisted state maritime academies.

- California State University-Maritime Academy-Vallejo, CA
- Great Lakes Maritime Academy-Northwestern Michigan College-Traverse City, MI
- Maine Maritime Academy-Castine, ME
- Massachusetts Maritime Academy-Buzzards Bay, MA
- SUNY Maritime College-Fort Schuyler, NY
- Texas A&M University Maritime Academy-Galveston, TX
- These four-year undergraduate programs operate as colleges within state universities and do not require a congressional endorsement, but still include all the instruction, theory, and at-sea training required to become a commissioned officer and Merchant Marine (a U.S. Coast Guard license)



Great Lakes Maritime Academy

Importance of Maritime Trade

The nation's economic and national security needs met by the U.S. Merchant Marine are compelling. Today, the United States imports approximately 85 percent of some 77 strategic commodities critical to America's industry and defense. Although we, as a nation, account for only six percent of the world population, we purchase nearly a third of the world's output of raw materials. Ninety-nine percent of these materials are transported by merchant vessels.

Admissions-Contact Admissions Officers by U.S. Geographic Region

- **Midwest Admissions Officer (Michigan/Minnesota to Texas)**
- **LCDR Tina Schoggers, USMS**
- Toll Free: (866) 546-4778
- Tel: (516) 726-5639
- Fax: (516) 773-5390
- E-mail: schoggerst@usmma.edu

1. Confirm Eligibility

- To be eligible to enter the Academy, you must:
- Be at least 17 years of age and must not have passed your 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, suitability and character requirements necessary for commission in the U.S. Navy Reserve.
- Obtain a Congressional nomination to the Academy; submit a completed application; and qualify scholastically.
- Be of good moral character.

Admissions

2. Get Started

- Go to <https://onlineapp.usmma.edu/Account/Login.aspx> to register for an account and start your application.
- You will need the following information to get started:
 - Social Security Number
 - SAT or ACT scores (leave blank if not available)
 - High School Class Rank
 - GPA
 - State and congressional District

3. Apply for a Nomination

- Candidates must be nominated to the Academy by a U.S. Representative or U.S. Senator from your State of Residence/Domicile.
- A candidate does not have to reside in the same Congressional District as their nominator (a Member of the U.S. House of Representative CAN nominate a candidate who resides in a District other than their own, as long as it is in their (the nominator's) State/Territory). This differs from nominations to the USMA, USNA, and USAFA.
- Securing a nomination is a competitive process. A nomination does not guarantee appointment to the Academy.
- Nominating authorities select their nominees by any methods they wish, including a screening interview. Each nominating authority follows a different process and establishes a unique deadline. You must be familiar with your nominating authorities' requirement and apply for a nomination as early as possible. Nominations to the Academy must be received by January 31st. Your nominating authorities will notify us of your nomination. If we do not receive your nomination by January 31st, your application will be closed.
- The United States Merchant Marine Academy does not accept Vice Presidential or military service-connected nominations, i.e. Presidential, Regular/Reserve Component, ROTC.

Admissions

4. College Entrance Exams

- All candidates are required to take either the Scholastic Assessment Test (SAT), or American College Test (ACT).
- The Academy will accept official test results up to the February test date of the year for which candidates seek appointment. The Academy will accept all test scores attained within three years of the admissions application deadline. The Academy does not accept the non-standard or untimed administration of the SAT or ACT.
- SAT scores should be forwarded using the Academy's College Board Code: 2923.
- ACT scores should be forwarded using the Academy's ACT Code: 2974.
- Speak with your school counselor or visit the SAT and ACT websites for additional information.
- You are encouraged to take both the SAT and ACT tests several times to try to improve your scores. Your highest scores will be accepted.

5. Transcripts

- You must request an official transcript from your school. Official transcripts can be mailed to:
- Admissions Office
- U.S. Merchant Marine Academy
- 300 Steamboat Road
- Kings Point, New York 11024-1699

6. Candidate Fitness Assessment

- Satisfactory completion of the Candidate Fitness Assessment (CFA) is one of the requirements for admission to the United States Merchant Marine Academy. Passing results must be received in the Admissions Office by the application deadline.
- The CFA is a test of strength, agility, speed and endurance. The results of this test are important in the overall assessment of your admission file, so you should become familiar with the six events in the CFA and practice them to score well.

*Your CFA examination may be administered by an Admissions Field Rep, a J/ROTC instructor, Physical Education Teacher, or any commissioned/non-commissioned officer other than a parent/guardian. It is your responsibility to arrange for a qualified person to conduct your examination. It is your responsibility to ensure that the results are submitted to the U.S. Merchant Marine Academy Admissions Office by the application deadline.

*Candidates have two (2) chances to pass the CFA. If you wait until the deadline to submit your CFA scores, you will not have an opportunity for a retest. Taking the CFA early and submitting scores well in advance of the application deadline is in your best interest.

*Candidate Fitness Assessment Instructions ([click to access](#))

*Fitness Assessment Score Sheet ([click to access](#))

*Non-swimmers

*Fourth classmen must demonstrate the capability of swimming 100 yards using two basic strokes, and 15 minutes of flotation. Non-swimmers must devote a part of their time to learning basic swimming strokes, and it is therefore recommended that applicants learn to swim before entering the Academy. This requirement must be fulfilled prior to a midshipman's first shipboard training period.

Admissions



7. Medical Exam

- A candidate for admission to the Academy must be in good medical condition and must meet the requirements for an Appointment as a U.S. Navy Reserve midshipman.
- The Department of Defense Medical Examination Review Board (DODMERB) is responsible for determining the medical qualification of Academy applicants. Medical examinations are conducted by a service academy examining facility designated by DODMERB.
- To be considered for the DoDMERB medical exam, the Admissions Office must receive your high school transcript, official SAT/ACT scores (if available for the Class of 2025) AND a passing Candidate Fitness Assessment (CFA). It is the candidate's responsibility to pursue medical processing in a timely manner to its conclusion. It can take several weeks to schedule your initial medical evaluation and several more weeks to determine medical qualification.
- Applicants can visit the DODMERB website at <https://dodmerb.tricare.osd.mil/FAQs.aspx> to obtain additional information.
- Failing to disclose pre-existing medical conditions that you were aware of which are discovered after reporting to the USMMA may result in medical separation and you may be ineligible for readmission.
- Height and Weight
- All applicants must meet the Navy body composition standards in accordance with the OPNAV Instruction 6110.1J, Physical Readiness Program. Please see Table 1 in the Navy Body Composition Assessment (BCA) guide for maximum limits.
- The maximum body fat percentages are 22 percent for men and 33 percent for women. A body fat percentage is not required for candidates whose weight falls within the parameters set forth in Table 1 in the Navy Body Composition Assessment (BCA) guide. For those candidates whose weight exceeds the maximum for their height, a body fat measurement will subsequently be taken using the circumference (tape measure) method. Candidates who do not meet the established medical requirements for admission at the time of their medical examination may still be considered for and offered a conditional appointment. Candidates are expected to report for the Academy's Indoctrination Program meeting the height-weight standards.

Admissions-Medical Exam Continued

- Medical Waivers
- For candidates with a disqualifying medical condition: A medical waiver will be automatically requested for candidates that are competitive for an appointment to the Academy. You will be notified directly by DODMERB if there are any additional requirements, tests, or evaluations required.
- The following is a list of medical considerations. It is not intended to be a complete or comprehensive list of all disqualifying conditions:
- Vision
- A candidate must have minimum uncorrected visual acuity of 20/400 in each eye, correctable to 20/20 in each eye. The refractive error to correct the vision to 20/20 must not be greater than plus or minus 6.0 diopters in any meridian; there cannot be more than 3.00 diopters of astigmatism present; and the maximum difference in power between the eyes may not exceed 3.50 diopters. The candidate must satisfactorily pass the pseudoisochromatic plate test (PIP). Any prospective candidate who has been diagnosed with substandard color vision is not eligible for further consideration. Upon reporting to the Academy, all plebes are subject to an eye examination. Those who fail to meet the Academy's visual requirements at that time will be disenrolled.
- Hearing
- Auditory acuity of all candidates is determined by an audiometer. The standards for hearing, to which the academy ascribes, are determined by the U.S. Department of Defense Medical Examination Review Board.
- Heart and Vascular System: An electrocardiogram is required for all candidates. The following conditions may be causes for rejection and require complete medical evaluation: all organic valvular diseases of the heart, including those improved by surgery; EKG evidence of variations from normal heartbeat; hypertension evidenced by a predominant blood pressure reading of 140mm or more systolic, or 90 mm or more diastolic. The following are cause for rejection: varicose veins, if severe or symptomatic; a heart rate greater than 100 on repeated examination; a substantiated history of rheumatic fever within the previous two years; recurrent attacks of rheumatic fever or evidence of residual cardiac damage, etc.
- Other medical requirements including nares (nostrils), skin, genitourinary system, neurological, asthma, and miscellaneous medical disqualifications e.g. Attention Deficit Disorder, various dental deficiencies etc.

Scholastic Requirements (Selected)

- AT least 15 units of credit
- Three units English
- Three math units (algebra, geometry, trigonometry)
- One physics or chemistry unit with laboratory
- Mechanical drawing and machine shop coursework desirable.
- Cumulative GPA of at least 2.5
- Recommended courses include engineering-based courses, economics and statistics, and other technical subjects.
- Non-technical liberal arts courses NOT recommended since they do not give selection committee ability to determine if candidates can handle heavy, highly technical coursework.

Fees

- Tuition, Room & Board, uniforms, textbooks, basic medical & dental care-provided by taxpayers.
- Personal Services e.g. wash & fold laundry services and tailor and seamstress services paid through Midshipman Fees 46 CFR 310.62(b)

- Academic Year 2021-2022
Midshipman Fees

2025	2024	2023A	2023B	2022
• 2021-2022 Academic Year Class Year/Sailing Split				
• Wash & Fold Laundry				
	\$330	\$165	\$330	\$495
• Tailor/Seamstress/Pressing				
	\$190	\$95	\$190	\$285
• Total Midshipman Fees:				
	\$520	\$260	\$520	\$780

Class of 2024 Demographics

- 12:1 student to faculty ratio
- 2020, 2021, 2022, 2023, 2024
- Applications 1869, 1850, 1866, 1693, 1758
- Appts. Offered: 405, 411, 408, 421, 428
- Plebe Candidates Reporting in Including International Students: 279, 279, 280, 280, 281
- Females 2020 19.7%; 2021 13.2%; 2022 22.9%; 2023 26.4%; 2024 17.4%
- Diversity Representation 2020 24%; 2021 19.7%; 2022 20%; 2023 18.9%; 2024 19.%%
- Composite SAT Reading & Math Scores: 2020 1280; 2021 1268; 2022 1281; 2023 1278; 2024 1263.

USMMA History

- Since the Grant Administration in 1874, there have been various federal programs for training merchant mariners.
- 1936 Congress passes Merchant Marine Act (P.L. 74-835)
- 1938 Cadet Corps established
- 1942 Academy construction began and completed in approximately 15 months
- Dedicated by President Roosevelt Sept. 30, 1943.
- During World War II, enrollment reaches 2,700 and planned instruction reduced from four years to two years. By end of WWII 6,634 officers graduated and 142 midshipmen were killed.
- Congress authorized B.S. degree in 1949. Accreditation received that same year and made permanent by Congress in 1956.
- First women enrolled in 1974, two years before other service academies.

Prominent USMMA Graduates

- Arizona U.S. Senator Mark Kelly
- Businessman and author Robert Kiyosaki (e.g. *Rich Dad, Poor Dad*)
- Sean Connoughton (Va. Transportation Secretary 2010-2014)
- Lane Kirkland (AFL-CIO Union leader)
- Jennifer Boykin-President, Newport News Shipbuilding



***The U.S. Merchant Marine Academy Strategic Plan 2018-2023:
Navigating Towards the Future Together***

August 7, 2018

INSTITUTIONAL LEARNING OUTCOMES

Leadership. Leaders of exemplary character are mentally strong, physically tough, and morally sound, especially under pressure. Graduates must be capable decision makers, communicators, and critical thinkers who reflect on and embrace the challenges of leadership and service.

Professional Expertise. Professionals are inspired to continuously develop and advance to increased levels of responsibility. Graduates must possess the knowledge and skills to perform junior officer duties in the Merchant Marine and Armed Forces.

Lifelong Learning. Leadership and professional development are lifelong undertakings. Graduates must be able to acquire and apply new knowledge and skills through self-directed learning, so they can be lifelong leaders for the Nation.

Global Understanding. Officers in the Merchant Marine and the Armed Forces operate in a global environment. Graduates must possess the knowledge, skills, and attitudes to analyze and understand a global, multicultural society.

STRATEGIC PRIORITY 1: EDUCATIONAL PROGRAM

Administer an integrated, enriching, and relevant Educational Program for Midshipmen that focuses on excellence in curriculum and delivery through seamless collaboration across academic, regimental, co-curricular, and extra-curricular Academy functions.

Goal 1: A Midshipman Educational Program that fulfills the mission of the Academy and provides the foundation for life-long professional growth for graduates

- Create a rigorous, coherent, and flexible Educational Program that provides balance for Midshipmen and focuses on development of the whole person and a well-rounded educational experience.
- Center the Midshipman development process on the Institutional Learning Outcomes and emphasize leadership and character development throughout.
- Integrate the academic and regimental curricula, other training programs, and extracurricular opportunities to create synergy in the learning that occurs inside and outside of the classroom.
- Demonstrate excellence in teaching and incorporate best practices in higher education.
- Ensure on-going relevance of the Educational Program through sustained engagement with the maritime industry and the military (Strategic Priority #5).

Goal 2: A culture of continuous assessment and improvement in educational effectiveness and Midshipman development

- Assess student learning to demonstrate that Midshipmen have achieved the Institutional Learning Outcomes across the Educational Program and communicate the results of this assessment to stakeholders.
- Integrate assessment results and input from Midshipmen, graduates, industry, and the military for continuous improvement of the Educational Program.
- Ensure optimal infrastructure (facilities and technology) to support educational effectiveness and Midshipman development (Strategic Priority #3).
- Demonstrate planning and resource allocation aligned to support educational effectiveness (Strategic Priority #4).

Metrics:

Academic performance (GPAs, academic honors, deficiency rates, summer school attendance)

Success rate for Midshipmen on academic alerts; retention and graduation rates (overall, by gender, ethnicity, and major)

Assessment of Institutional and Program Learning Outcomes

USCG license pass rates

Survey results (Graduate, Alumni, *National Survey of Student Engagement*, *Student Ratings of Instruction*)

Daily Schedule M-F Academic Year-Friday afternoons and Sat.
mornings used for regimental inspections & parades-
remainder of weekend includes liberty & recreation

0600	Reveille
0630-0730	Breakfast Buffet
0700-0725	Room Inspection
0725	Colors
0740 - 1140	Morning Classes
1210	Lunch Formation
1300 - 1600	Afternoon Classes
1600-1900	Athletics, Extracurricular Activities
1730-1945	Dinner Buffet
1945-0000	Study period

Midshipmen's Diary Day 1 Sunday Midshipman Phillips-2nd class Band Company-Marine Engineering Systems Major

Sunday mornings begin with something that is all too rare at Kings Point, a few extra hours of sleep. After rolling out of my rack around 0900 it is time to blindly fumble around my room and jump in the shower. Slowly, I grab my uniform out of the wardrobe, still half asleep as I fasten my shirt stays and give the winter blues a quick sweep with a lint roller. Still wondering why I am up before noon, I stumble down to Delano around 1015 and chow down on some brunch with friends.

Around 1045 it is time to head down to the Mariner's Chapel for Sunday morning Protestant Services. Around 1215 the service is over and it is time to head back up the hill to my room in Cleveland Hall. Upon entering my room I don't give a second thought to ditching my winter blues for the comfy sweats that were issued to me as PT gear my plebe year. After taking a few moments to joke with friends, it is back to the books to make up for all of the lost study hours from Friday night and Saturday.

2021-2022 Sample Curriculum-164 total credits

Office of the Registrar
United States Merchant Marine Academy

5/13/2019 10:58 AM

Class of 2021 & 2022 A				Major: Marine Transportation											
Term 1				Term 2				Term 3				Term 4			
C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR
NAUT 101 LEC Introduction to Nautical Science	2	2	4.00	3.00	NAUT 120 LEC Terrestrial Navigation 1	2	2	4.00	3.00	NAUT 125 LEC Terrestrial Navigation 2	3	0	3.00	3.00	
ECME 101 LEC Introduction to Marine Engineering I	3	3	4.50	3.50	NAUT 130 LEC Introduction to Navigation Law	1	0	1.00	1.00	NAUT 160 LEC Ship Constructions and Stability	3	0	3.00	3.00	
NAUT 110 LEC Basic Firefighting and Safety	2	0	2.00	2.00	BUSN 110 LEC The Business of Transportation	3	0	3.00	3.00	BUSN 210 Principles of Economics	3	0	3.00	3.00	
HIST 100 LEC History of Sea Power	3	0	3.00	3.00	LITR 101 LEC Composition & Literature	3	0	3.00	3.00	MATH 210 LEC Probability & Statistics	3	0	3.00	3.00	
MATH 101 LEC Calculus I	3	0	3.00	3.00	MATH 120 LEC Calculus II	3	0	3.00	3.00	PHYS 120 LEC Physics 2	3	2	4.50	3.00	
PHYS 110 LEC Physics 1	3	2	4.50	3.00	NASC 100 LEC Introduction to Naval Science	2	0	2.00	2.00	PE&A 130 LAB Aquatic Survival	0	2	2.00	1.00	
PE&A 120 LAB First Aid	0	2	1.00	0.50	PE&A 110 LAB Basic Swimming	0	2	2.00	1.00	MLOG 120 VPDS	0	1	1.00	0.00	
PE&A 125 LAB Self Defense Tactics	0	2	1.00	0.50	BUSN101 Principles of Leadership	1	0	1.00	1.00						
CMDT100 Social Responsibility				0.00											
	16	11	23.00	18.50		15	4	19.00	17.00		15	5	19.50	16.00	
Term 5				Term 6				Term 7				Term 8			
C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR
NAUT 140 LEC Maritime Communications	3	2	5.00	4.00	NPRJ 210 PRJ Cargo Operations 1				1.00	NAUT 215 LEC Integrated Navigation 2	3	2	5.00	4.00	
NAUT 210 LEC Integrated Navigation 1	3	2	5.00	4.00	NPRJ 215 PRJ Integrated Navigation Systems 1				1.00	NAUT 230 LEC Navigation Law	2	0	2.00	2.00	
NAUT 250 LEC Dry Cargo Operations	3	0	3.00	3.00	NPRJ 220 PRJ Seamanship 1				1.00	BUSN 230 LEC Principles of Management	3	0	3.00	3.00	
BUSN 310 LEC Accounting & Finance	3	0	3.00	3.00	NPRJ 225 PRJ Ship Structure and Stability 1				1.00	CHEM 100 LEC General Chemistry	3	2	5.00	4.00	
WTRF 100 LEC Safety of Life at Sea	1	2	3.00	2.00	NPRJ 230 PRJ Navigation I				1.00	LITR 201 LEC Literature	3	0	3.00	3.00	
					NPRJ 235 PRJ Navigation Law 1				1.00	BUSN201 Maritime Leadership and Managemer	2	0	2.00	2.00	
					EPRJ 245 PRJ Marine Engine for Deck Project				1.00						
	13	6	19.00	16.00		0	0	0.00	7.00		16	4	20.00	18.00	
Term 9				Term 10				Term 11				Term 12			
C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR	C	L	Chr	CR
NAUT 220 LEC Liquid Cargo Operations	2	2	4.00	3.00	NPRJ 310 PRJ Cargo Operations 2				2.00	NPRJ 335 PRJ Navigation Law 2				2.00	
NAUT 225 LEC Celestial Navigation	3	2	5.00	4.00	NPRJ 315 PRJ Integrated Navigation Systems 2				1.00	NPRJ 340 PRJ Maritime Business				1.00	
NAUT 240 LEC Meteorology	3	0	3.00	3.00	NPRJ 320 PRJ Seamanship 2				1.50	NPRJ 345 PRJ Maritime Communications Sea Project				1.00	
BUSN 300 LEC Fundamentals of Business Law	3	0	3.00	3.00	NPRJ 325 PRJ Ship Structure and Stability 2				1.50	HPRJ 300 PRJ Humanities Sea Project				1.00	
NASC 200 LEC Strategic Sealift	2	0	2.00	2.00	NPRJ 330 PRJ Navigation II				2.00	INSP100 PRJ Internship				1.00	
PE&A 200 LAB Medical Care Provider	0	2	2.00	1.00											
	13	6	19.00	16.00		0	0	0.00	8.00		0	0	0.00	6.00	
NAUT 310 LEC Integrated Navigation 3	3	2	5.00	4.00	NAUT 440 LAB Flashing Light and Radar Obse	0	2	2.00	0.00	NAUT 400 LEC License Seminar	0	3	3.00	0.00	
NAUT 420 LEC Advanced Firefighting	1	1	2.00	1.50	NAUT 460 LEC Bridge Resource Management	1	2	3.00	2.00	ECME480 LEC Marine Engineering for Deck Off	2	1	3.50	2.50	
NAUT 330 LEC The Maritime Regulatory Environme	2	0	2.00	2.00	BUSN 420 LEC Maritime Economics	3	0	3.00	3.00	BUSN 430 LEC Admiralty and International Law	2	0	2.00	2.00	
BUSN 410 LEC Marketing	2	1	3.00	2.50	NASC 400 LEC Naval Leadership & Ethics	2	0	2.00	2.00	NASC 410 LEC Naval Science Senior Seminar	2	0	2.00	2.00	
HIST 410 LEC Modern World History	3	0	3.00	3.00	Humanities Elective	3	0	3.00	3.00	Elective	3	0	3.00	3.00	
Elective	3	0	3.00	3.00	Elective	3	0	3.00	3.00	Elective	3	0	3.00	3.00	
	14	4	18.00	16.00		12	4	16.00	13.00		12	4	16.50	12.50	
												Total In-Resident Credits		143.00	
												Total Credits		164.00	

Academic Departments

- Humanities
 - Mathematics and Science
 - Marine Engineering
 - Marine Transport
 - Naval Science
 - Physical Education & Athletics
 - Professional Development & Career Services
 - Academic Center for Excellence
- Dept. of Naval Science Department Head
 - CAPT Daniel G. Straub, USN (2020)
 - B.A., Pennsylvania State University
 - M.A., Boston University
 - Ph.D., Naval Postgraduate School
 - Associate Professors
 - LCDR Jason Maltese, USN (2020)
 - B.S. U.S. Merchant Marine Academy
 - M.E. University of Maryland

Academic Majors

- Marine Transportation
 - Marine Engineering
 - Marine Engineering Systems
 - Marine Engineering & Shipyard Management
 - Maritime Operations and Technology
 - Logistics and Intermodal Transportation
- Nautical science courses prepare Midshipmen specifically for their shipboard responsibilities and the USCG third mate's license examination. The Nautical Science core also provides broad marine-oriented education to produce a well-trained and informed ship's officer. This program of study includes general as well as specific maritime subjects which familiarize Midshipmen with a ship as a system, its equipment and its operation. Specifically, Midshipmen will study terrestrial and celestial navigation; the rules for collision avoidance; vessel stability and trim; marine materials handling aboard ship and in port; safety of life at sea; pollution control and prevention; marlinspike seamanship; meteorology; maritime communications; integrated electronic navigation systems such as radar, ARPA, and ECDIS; bridge resource management; and the various domestic and international rules and regulations that govern these activities

Academic Majors continued

- Maritime business courses give Midshipmen a broad understanding of management issues and specific skills required for critical thinking and decision making in business. These skills complement the professional education of Midshipmen and strengthen their performance as shipboard officers. Midshipmen also gain a basic foundation in business administration allowing them to pursue shore-side opportunities in the maritime field. The curriculum recognizes that marine transportation is part of the total transportation system, which is crucial to both domestic and international commerce and the nation's defense. The specific courses in this area include The Business of Transportation, Principles of Economics, Principles of Management, Marketing, Fundamentals of Business Law, Admiralty and International Law, Accounting and Finance, Maritime Economics, Vessel Personnel with Designated Security Duties, International Business, Principles of Leadership and Maritime Leadership and Management.
- The mission of the Department of Naval Science is to provide appropriate instruction to prepare Midshipmen for commissions in the U.S. Navy Reserve. This instruction will enable these officers to operate effectively with the Navy in time of peace, national emergency or war, and to perform other tasks and functions as directed by higher authority.
- The curriculum focuses on the skills and knowledge graduates will need to serve as officers in the Navy Reserve. All Midshipmen take courses in Strategic Sealift and Leadership and Ethics.

Naval Science Courses

- NASC100 - Introduction to Naval Science
- NASC200 - Strategic Sealift
- NASC400 - Naval Leadership and Ethics
- NASC410 - Naval Science Senior Seminar
- NASC430 - Military Science for the Army Officer
- NASC434 - Marine Corps Junior Officer Practicum
- NASC460 - The Roles of the Air Force Officer

NASC200 - Strategic Sealift

Credits: 2

Strategic Sealift provides an introduction to the role that the U.S. Merchant Marine plays within the U.S. Navy's Strategic Sealift mission. Using a multi-disciplinary approach, this course will study the history, role and function of the U.S. Navy/ U.S. Merchant Marine relationship, the development and execution of Sealift as a part of United States Maritime Strategy, and the operational skill set required for Fleet interoperability.

Prerequisites: NASC 100

2 class hours a week

NASC410 - Naval Science Senior Seminar

Credits: 2

This course is an in-depth study of a series of procedures, policies, and practices that form the foundation of service as a Naval Officer. It also includes an examination of your responsibilities as a future Naval Officer in the United States Navy Reserve.

Prerequisites: NASC 100, NASC 200, NASC 400

2 class hours a week

BUSN420 - Maritime Economics

Credits: 3

This is an introductory course in shipping market economics. Major topics include: principles of maritime trade, seaborne trade and transport systems, shipping market organizations, the shipping cycle, supply and demand, freight rate mechanisms, dry bulk shipping, tanker shipping, container shipping, risk management, shipping company economics, ship financing, ship building, scrapping, and the economic impact of regulations.

Prerequisites: First Class Standing, BUSN 110, BUSN 210, and BUSN 310

3 class hours a week

BUSN430 - Admiralty and International Law of the Sea

Credits: 2

The course builds on the foundation of business law presented in course BUSN 300. The basic principles of maritime law, which are significant for mariners and future leaders in the shore side marine transportation industry, are studied in greater depth. Topics include: maritime torts and contracts, rights of harbor workers and seamen, wrongful death, carriage of goods by sea, services and products, and salvage. The second component of the course explores the field of International Law of the Sea.

Prerequisites: BUSN 300

2 class hours a week

NPRJ210 - Cargo Operations 1

Credits: 1

Using the ship as a laboratory, the objective of this sea project is for the Midshipman to acquire the knowledge of safe and efficient stowage and handling of cargo necessary to successfully perform the duties of a ship's licensed deck officer. This sea project will be completed by deck-officer endorsement candidate Midshipmen.

Prerequisites: NAUT 160

NPRJ245 - Deck Operations

Credits: 1

The objective of this sea project is for the engine Midshipman to acquire the knowledge and practices of deck seamanship, firefighting and SOLAS (International Convention for Safety of Life at Sea) operations necessary to successfully perform the duties of a ship's licensed engineer. Using the ship as a laboratory, this portion of the Sea Project will require the engine Midshipman to observe various deck operations, and thus enhance his understanding how the Deck and Engine departments cooperate in order to fulfill the mission of the ship.

MLOG400 - Port and Terminal Operations

Credits: 3

The course provides in-depth analysis of marine intermodal and bulk (dry and liquid) terminal operations. Topics include functions of intermodal and bulk terminals, container and bulk cargo handling equipment and systems, container and bulk vessel/yard/gate operations, terminal information systems, documentation, port governance, port development, and labor-management relations. In addition, the course will discuss issues related to trends in liner and bulk shipping, impact of increasing vessel size, terminal productivity, infrastructure constraints, automation, and information technology. Emphasis is on how to achieve operational efficiency and system optimization.

Prerequisites: BUSN 110, MLOG 200, MLOG 310

3 class hours a week

American Merchant Marine Museum

<https://www.usmma.edu/museum> -



Visiting the Museum

The Museum employs imaginative exhibitions and displays to illustrate what the American merchant marine is and who its leaders are.

Since March 1, 2009, the Museum has been operated under federal control with federal employees augmented by volunteers and contractors. During that time, its appropriated budget has fluctuated wildly, from a high of \$75,000 to its current budget of \$5,000. Happily, it has received large amounts of gift money since 2009, and on several occasions it has petitioned for, and received VORF funds. MARAD's Federal Preservation Officer has supported a number of initiatives to bring it into compliance with federal requirements, as has its staff. Resources have been found to install a new boiler, overhaul dated bathrooms, and even to provide a new roof. New exhibits find new audiences, and have even brought notice in the on-line edition of *New Yorker* magazine. Some 12.5 tons of detritus, including rusty metal shelves, old television sets, broken furniture, and hundreds of phone books have been removed from the Museum building. The facility is cleaner, better organized, and better visited than any time in the past, and is used almost daily for midshipmen classes. In fact, midshipmen participation has been a key element in the continued success of the Museum since 2009, and has provided much of the labor necessary to clean and organize spaces.



Museum Hours 10-3 T-F

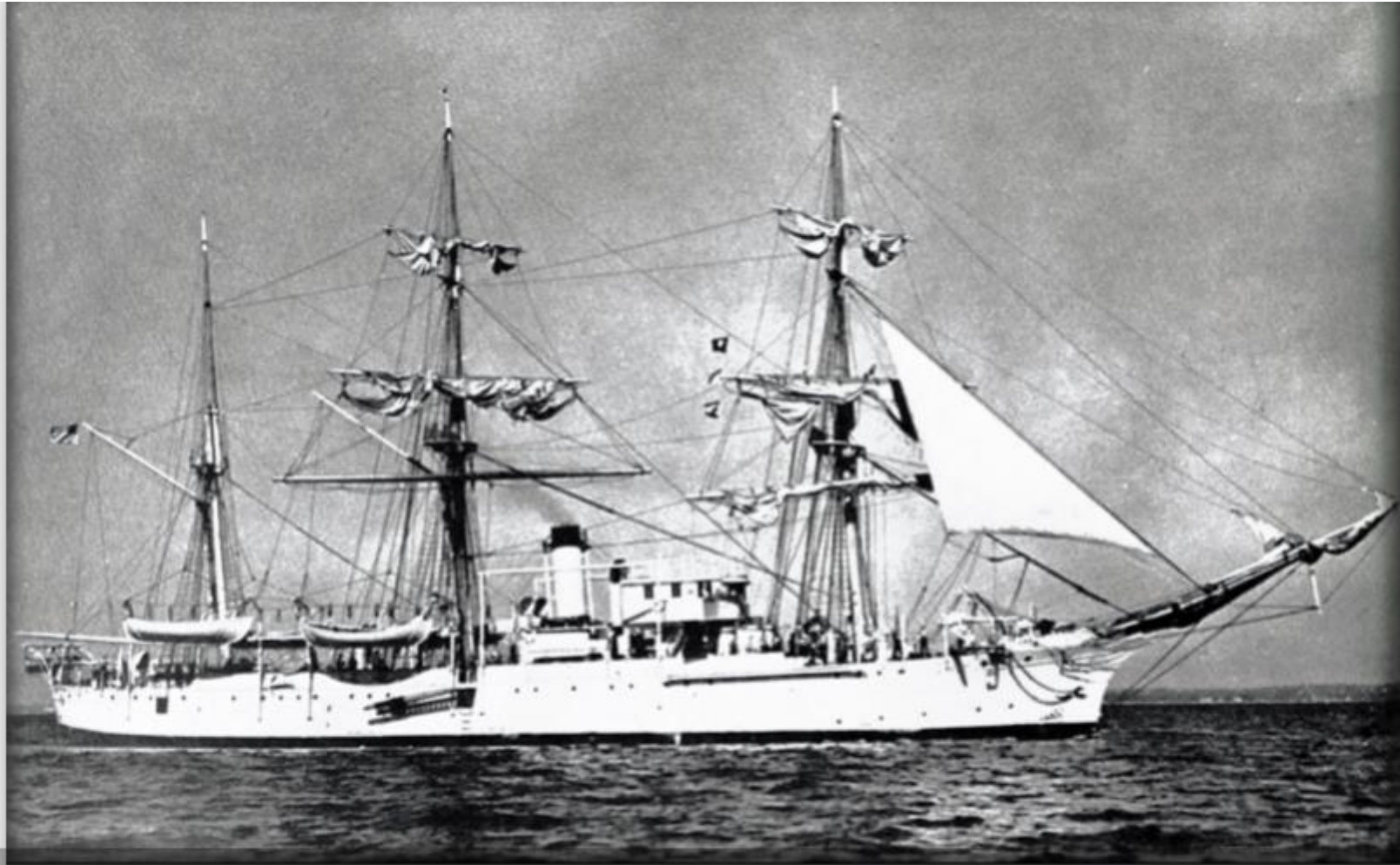
- 300 Steamboat Road
Kings Point, NY 11024
- (516) 726-6047
- museum@usmma.edu



Emery Rice Engine

Emery Rice T. V. Engine (1873) The AMMM displays the back-acting engine of the steamship Emory Rice (formerly the gunboat USS Ranger (1873), the only such engine still in existence.





T.S. Emery Rice

Merchant Marine Related Research

- Museum responds to questions about U.S. Merchant Marine.
- Veteran Status
- If you are attempting to establish a merchant mariner's eligibility for veteran status as a result of service during World War II, you will need their DD Form 214, "Certificate of Release or Discharge from Active Duty, DD Form 214," or a "Report of Casualty, DD Form 1300." The U.S. Coast Guard's National Maritime Center handles these requests. See https://www.dco.uscg.mil/nmc/record_request/. That web page provides instructions and the appropriate forms for an application.
- Merchant Marine Personnel and Licensing Records
- At the end of 2019, the National Archives and Records Administration (NARA) announced that it had scanned merchant mariner documents held at their St. Louis, Missouri facility. These pre-1967 records, from Record Group 26, "Records of the U.S. Coast Guard, Merchant Marine Personnel and Licensing Records," contain a wealth of information. They contain rich genealogical history, photographs, and artifacts such as ID cards or logbooks that relay information from their journey over the seas. You can learn more at <https://www.archives.gov/news/articles/merchant-marine-records-document-maritime-service>.

Merchant Marine Related Research

- Genealogy Websites
- Commercial genealogical websites may contain information as well. In particular, crew lists were often included in the “passenger list” section of these websites. Often local public libraries have subscriptions to these websites, making access more convenient or available at no or little cost.



Merchant Marine Research

U.S. Secretary of Transportation Ray
Lahood with USMMA personnel at DOT
headquarters ca. 2015



Some USMMA-related research available on DTIC <https://discover.dtic.mil/> -



**2019 U.S. Merchant Marine
Service Academy Gender
Relations Focus Groups**
Overview Report

The U.S. Merchant Marine Academy (USMMA) seeks to continually expand and improve sexual assault and sexual harassment programs and resources. The *2019 Service Academy Gender Relations Focus Groups (2019 SAGR)* study is a part of an assessment cycle at the Military Service Academies (MSAs) that started in 2005, which focuses on gender relations, including sexual assault, sexual harassment, and Academy culture. The cycle alternates annually between a qualitative (focus groups) and quantitative (survey) assessment. The goal of the survey is to provide statistical information about incidence rates and cadet/midshipman perceptions on a host of issues, whereas the focus groups provide a deeper insight and understanding of the climate at each Academy. Combined, these assessments help Academy leaders and policy makers assess the effectiveness of the programs and identify opportunities for improvement. The *2019 SAGR* was administered at the United States Merchant Marine Academy (USMMA), each of the DoD Service Academies (United States Military Academy at West Point, United States Naval Academy, and the United States Air Force Academy), as well as the United States Coast Guard Academy (USCGA).

The current report presents findings from the USMMA and uses data from the focus groups to explore the perception of issues related to sexual assault, sexual harassment, and other gender-related topics at the USMMA. Results provided in this report are qualitative in nature and cannot be generalized to the full population of USMMA midshipmen. Themes should be considered the attitudes and opinions of focus group participants only and not the opinions of all USMMA midshipmen, faculty, and staff.

Focus Group Methodology

Ten focus groups were conducted at the USMMA from March 25 through March 28, 2019, with 59 Academy students and 22 faculty and staff. Sessions lasted 90 minutes and were conducted by trained focus group moderators on the USMMA campus.

Using a focus group protocol, the moderator led a discussion covering topics related to the Academy's culture, prevention of sexual assault and sexual harassment, reporting, and alcohol use. Major themes were identified and coded into key categories. Findings from the analysis are summarized and presented with quotations throughout the report.

Academy Culture

Midshipmen reported that they have a highly regimented schedule, which can result in a stressful environment. They also reported viewing their Academy as unique compared to “typical” colleges and even other MSAs due to the largely discrepant gender ratio and Sea Year.¹

Focus group participants identified several factors that impact relationships across the USMMA, including gender, the ratio of males to females, and class year. Midshipmen in the focus groups noted that midshipmen of opposite genders have close-knit, familial relationships. However, due to the small community at the Academy, midshipman participants identified that the rumor mill is a prominent feature of Academy life. They expressed that the rumor mill can have an impact on a midshipman’s reputation, particularly for women because there are so few of them on campus. Female midshipmen reported believing that they must act as “one of the guys” to fit in with the male midshipmen, which at times, can result in ignoring behaviors that might qualify as sexual harassment, such as sexual language or jokes.

Male midshipmen in the focus groups said they perceive that the Academy favors female midshipmen for leadership positions and that the Academy is more lenient toward female midshipmen compared to male midshipmen when it comes to punishments both related to sexual assault incidents and other infractions. This belief can add to a divide between the male and female midshipmen.

When asked about the official rules, midshipman participants identified dormitory “open door” policies and fraternization policies as official rules that impact gender relations. When discussing unofficial rules, midshipman participants mentioned being taught by fellow midshipmen to handle situations at the lowest level and that they should avoid getting other midshipmen in trouble. Male midshipmen discussed avoiding interaction and romantic relationships with female midshipmen to avoid being unjustly accused of sexual assault or sexual harassment.

Prevention at the Academy

The *2019 SAGR* focus groups sought to better understand what types of behaviors midshipmen have difficulty identifying as worthy of intervention. When given a list of behaviors that ranged from roughhousing or horseplay to committing an act of sexual assault, midshipman participants largely responded that they are comfortable intervening in severe behaviors, would not intervene in behaviors perceived as consensual or horseplay, and are hesitant toward intervening in situations in which there is little contextual information. In “gray” situations, midshipmen reported that they believe they can often tell when someone seems uncomfortable and would intervene if that were the case.

Though many midshipmen reported feeling capable of intervening, many felt that trainings on bystander intervention are redundant. They expressed the trainings make them feel more confident in intervening but do not necessarily teach them new information. Further,

ERDC/CERL SR-18-6, Vol. 7

Construction Engineering
Research Laboratory



**US Army Corps
of Engineers®**
Engineer Research and
Development Center

ERDC
INNOVATIVE SOLUTIONS
for a safer, better world

USMMA Historic District Property Maintenance and Repair Manual

Volume 7 – Stucco Elements

Sunny E. Adams and Adam D. Smith

June 2018



Abstract

The U.S. Merchant Marine Academy is located in Kings Point, New York. The Academy is listed on the National Register of Historic Places (#14000538). The historic district contains contributing mansions constructed during the Gold Coast Era and the Academy buildings constructed in 1942 to 1969. All buildings require regular planned maintenance and repair. The most notable cause of historic building element failure and/or decay is not because the historic building is old, but rather it is caused by an incorrect or inappropriate repair and/or basic neglect of the historic building fabric. This document is a maintenance manual compiled with as-is conditions of building materials at the Academy. The *Secretary of the Interior's Standards for the Treatment of Historic Properties on Preservation, Rehabilitation, and Repair* are discussed per material. This 8-volume report includes an overview volume plus volumes on each of the following elements: concrete, wood, brick, metal, roofing, stucco, and mechanical systems. All mentioned repair procedures are from the U.S. General Services Administration (GSA): Historic Preservation Technical Procedures and/or the National Park Service's series of Preservation Briefs. This report satisfies Section 110 of the National Historic Preservation Act (NHPA) of 1966, as amended.

The Jones Act 46 USC 55102-also called Merchant Marine Act of 1920 (P.L. 66-261) says only U.S.-constructed, owned, and piloted vessels can conduct domestic maritime trade.

For National Security's Sake— Revisiting the “Jones Act”

100 Years Later

Matthew K. Mulvey

Lieutenant Colonel, USMC

National Security and Decision Making, Seminar 5

Date Submitted: 03 FEB 2020

Word Count: 3,500

A paper submitted to the Faculty of the United States Naval War College Newport, RI in partial satisfaction of the requirements of the Department of National Security Affairs.

Abstract

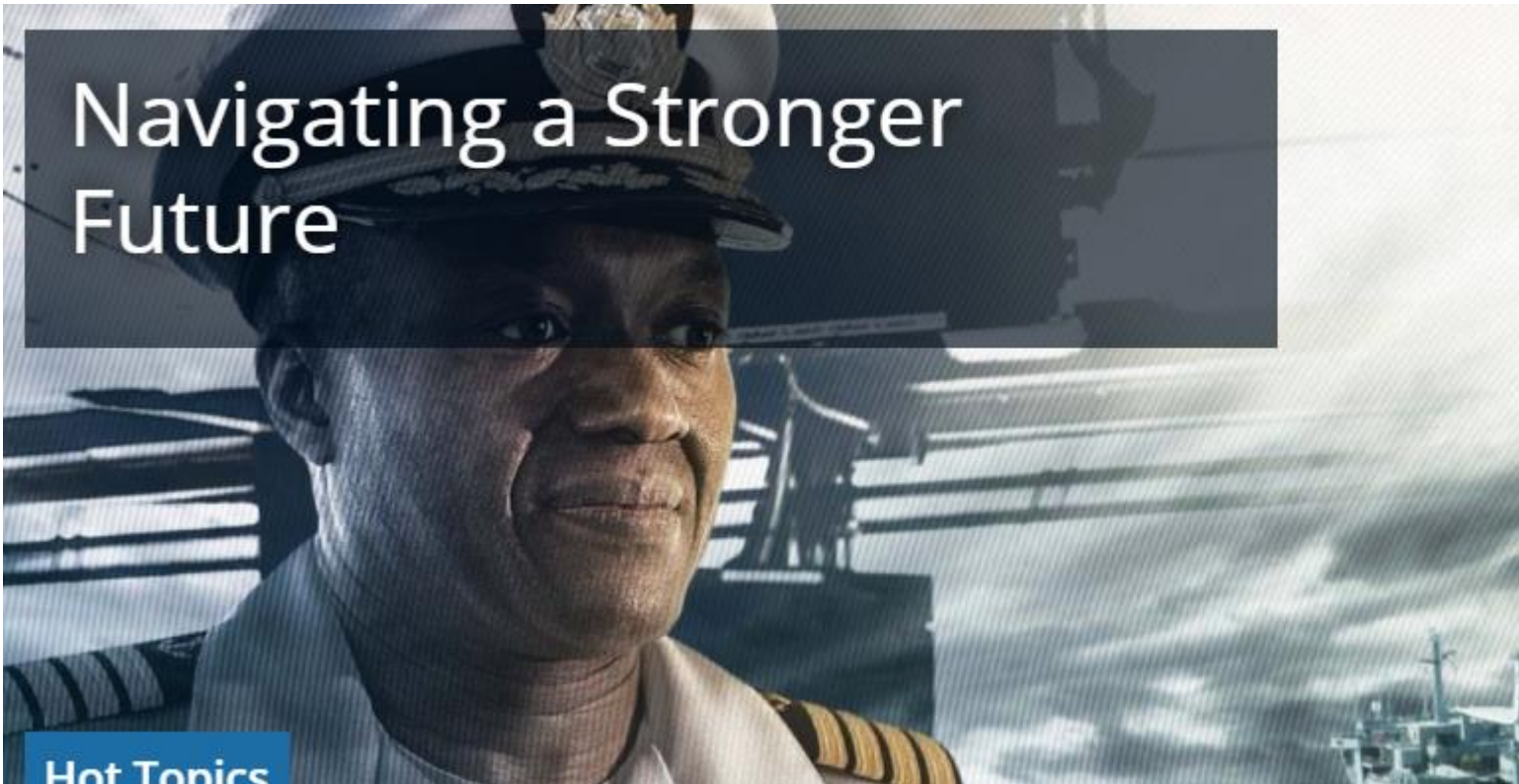
By repealing the portion of the “Jones Act” that mandates only vessels constructed in the United States may conduct domestic maritime trade, the U.S. merchant marine industry can be revitalized and more effectively leveraged to promote national security. This enhancement regenerates the maritime industry in three ways. First, partially amending the “Jones Act” enables the immediate increase in the size of the U.S. merchant fleet. Second, when coupled with direct subsidies, the updated legislation facilitates revitalization of U.S. shipyards by reintroducing them to global shipbuilding competition. Finally, a consequentially larger U.S. flagged merchant fleet demands the growth in the number of U.S. merchant mariners required to crew these vessels in times of peace and war.

In 2014 the Department of Transportation was tasked with producing a National Maritime Strategy, originally due in February 2015; the strategy received a deadline extension into February 2020.¹ Incorporating the ideas expressed in this paper to inform the National Maritime Strategy advances the national security and economic interests of the nation.

Contents

<u>Abstract:</u>	3
<u>Introduction:</u>	4
<u>Background:</u>	
The Importance of the Merchant Marine	4
Underdelivering on Commercial Strategic Sealift Requirements: the “Jones Act”	5
<u>Arguments:</u>	
Will the <u>Ships</u> Be There When the Call Comes?	6
American <u>Commercial Shipyards</u> Need an Overhaul	9
Growing the Number of <u>Merchant Mariners</u> —Supply and Demand	12
<u>Counter Points:</u>	14
<u>Recommendation:</u>	16
<u>Conclusion:</u>	18
<u>Bibliography:</u>	20

A strong maritime industry plays a critical role in national security and fulfilling the economic needs of the United States. Augmenting government-owned vessels with commercially owned U.S. flagged vessels to provide transportation and sustainment in major military engagements such as World War I, World War II, the Korean and Vietnam Wars proved critical to the United States' military efforts.³ More recently, in "Operations Enduring Freedom and Iraqi Freedom, the U.S. merchant marine provided the majority of the sustainment effort. More than 31 million tons of the nearly 52 million tons of cargo went on commercial ships."⁴ In terms of economic importance, the U.S. gross domestic product grew from \$5 trillion in 1988 to \$19.5 trillion, which included a compensatory increase in sea trade from \$230 billion to over \$880 billion.⁵ The National Security Strategy recognizes the return to great power competition; that includes China's One-Belt-One-Road initiative, which relies on an integrated global maritime trade network as a key component.⁶ Based on both distant and recent history, the strategic importance of a strong merchant marine is without question. However, the current poor health of the U.S. maritime industry presents risk to national security.



Navigating a Stronger Future

Hot Topics

Latest News

August 19, 2021

U.S. Department of Transportation Announces a New Marine Highway and Six Marine...

June 14, 2021

Nation's Shipyards Support \$42.4 Billion in Gross Domestic Product

May 24, 2021

Maritime Administration Announces Notice of Funding Opportunity for America...

[Visit the Newsroom](#)

World War II Surrender Sword

Surrendered to General Douglas MacArthur on the *USS Missouri* on September 2, 1945 by Vice Admiral Matomo Ugaki who commanded Japanese naval forces of Northern Honshu and Hokkaido. MacArthur presented the sword to the academy "As a memento to the valiant service rendered by the sons of the Academy in our struggle in the Pacific." A 2015 review of the sword by Metropolitan Museum of Art Special Consultant for Japanese Arms & Armor Morihiro Ogawa described it as a good sword, nearly 400 years old, and was a naval style samurai sword owned by someone of high rank.

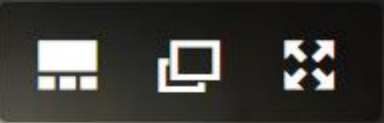




SS Robin Moor

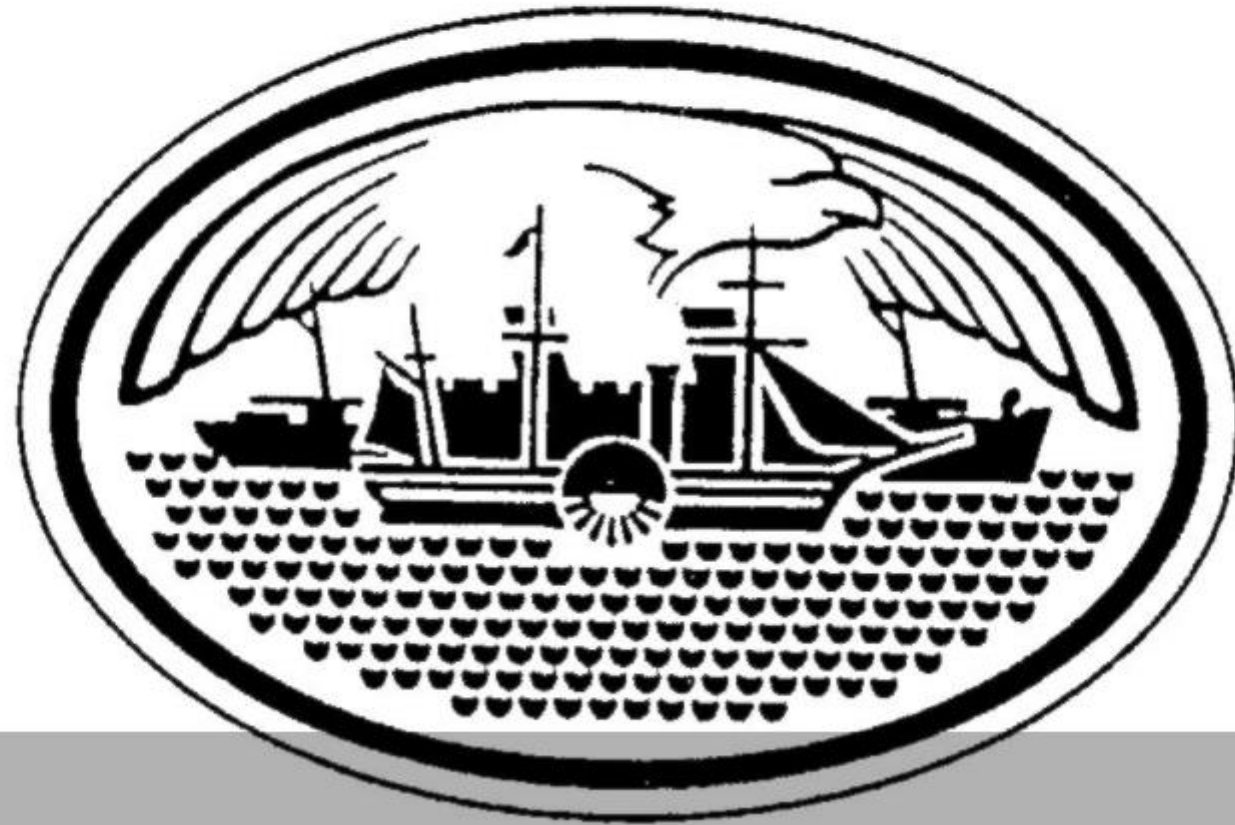


Exhibits on Display





“Ships Made America”



USMMA Athletics www.usmmasports.com/



★ Schedule ★

Events Results

Aug 25, 2021 / 7 P.M.



Men's Soccer
vs Berkeley (N.J.)

Aug 28, 2021 / 11 A.M.



Women's Volleyball
vs Rutgers-Newark

Aug 28, 2021 / NOON



Men's Soccer
vs NYU

Sep 1, 2021 / 7 P.M.



Women's Volleyball
at Vassar

Sep 2, 2021 / 7 P.M.



Men's Soccer
vs Five Towns



[SPORTS](#)[INSIDE ATHLETICS](#)[TRADITIONS](#)[BECOME A MARINER](#)[ACADEMY](#)

MEN'S SPORTS

Baseball	Schedule	Roster	News	f	t	@
Basketball	Schedule	Roster	News		t	@
Cross Country	Schedule	Roster	News			
Football	Schedule	Roster	News	f	t	
Lacrosse	Schedule	Roster	News		t	
Soccer	Schedule	Roster	News		t	@
Swimming & Diving	Schedule	Roster	News			@
Tennis	Schedule	Roster	News			
Track & Field	Schedule	Roster	News			
Wrestling	Schedule	Roster	News	f		@

WOMEN'S SPORTS

Basketball	Schedule	Roster	News		t	@
Cross Country	Schedule	Roster	News			
Lacrosse	Schedule	Roster	News	f	t	@
Soccer	Schedule	Roster	News			
Swimming & Diving	Schedule	Roster	News			@
Track & Field	Schedule	Roster	News			
Volleyball	Schedule	Roster	News	f	t	@

NCAA Division III Program

Participates in Skyline Conference-Consists of these New York City area colleges and universities.

Members include:

SUNY Maritime College Privateers
College of Mount St. Vincent Dolphins

SUNY Farmingham State College Rams
Manhattanville College Valiants

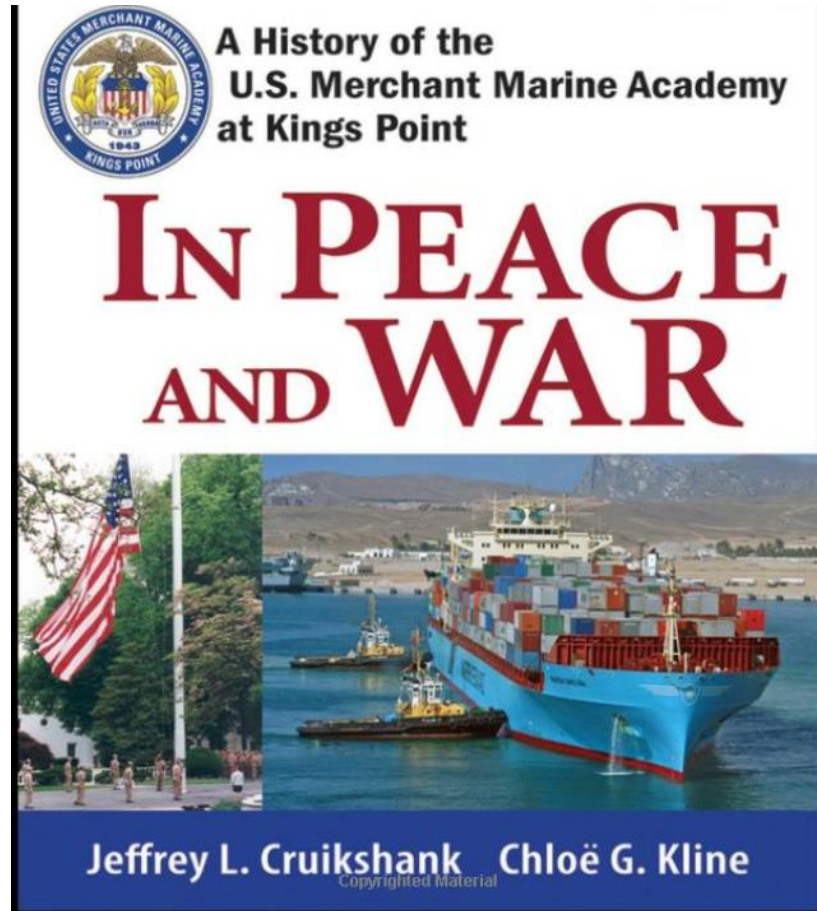
Mount Saint Mary College Knights
Sarah Lawrence College Gryphons
St. Joseph's College (Brooklyn Campus) Bears
St. Joseph's College (Long Island College)
Golden Eagles
SUNY College Westbury Panthers
U.S. Merchant Marine Academy Mariners
Yeshiva University Maccabees



Benefits of U.S. Merchant Marine Academy Information Resources

- Learning about the history of this institution and the role it has played in historical and continues playing in contemporary and emerging U.S. civilian and maritime policy.
- Learning about USMMA admission requirements.
- Learning about the curriculum and research programs of USMMA cadets and the career paths they are eligible for upon graduation.
- Gaining enhanced awareness of the merchant marine's historical importance and the role played by the Transportation Dept's Maritime Administration (MARAD)
- Learning about family and friends who may have attended USMMA.
- Gaining heightened appreciation of the vital importance the merchant marine plays in current and emerging U.S. economics, international trade, and national security policymaking.

Additional Reading-(New York: Wiley, 2007



Questions?

