

# POR THOLE



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## Cadets Attend Research Forum

On October 21 and 22, two representatives of the college, J. Fisher 2/c and R. Flint 2/c had the privilege of attending the Regional Conference of the Transportation Research Forum held at the Sheraton Manor Inn in Manhattan.

The topic which was presented by an expert group of guest speakers concerned itself with the problems and potentials in supply and distribution systems.

Through the two days of presentations many light and side-lights of the world of distribution were very thoroughly discussed and many a question was met with a satisfactory answer.

One of the most interesting of the topics discussed was that of the ever expanding field of containerization. It was felt that "the real future of land-sea interchange in freight transportation lies in the use of the container."

The use of the container eliminates the double handling of cargo as it is loaded and unloaded from a ship as an entire unit. To this end, many new facilities are under construction which will be able to effectively and efficiently handle the coming of containers, as was presented by Mr. Henry Hohorst of the New York Central System.

Mr. Hohorst continued further along in the discussion by stating that the Port of New York Authority is now in the planning and developing stage of facilities which will meet the demand of the containerization era. He used the glowing example of the Sea-Land Service terminal in New Jersey.

Mr. Hohorst then proceeded to explain the basic procedure for the Sea-Land operation which basically is as follows: a Sea-Land truck picks up freight at the shippers loading platform,

The trailer is sealed and delivered to the Sea-Land terminal. At dockside, the container is lifted from the trailer chassis by a high-speed shipboard crane on a specially designed vessel and placed on board. Loading and unloading are handling simultaneously, substantially decreasing turnaround time for a vessel in port. At the port of destination, the container is again placed on a chassis and trucked to its final destination. One can easily realize what a savings in time and cargo handling such a system will afford. Mr. Hohorst was not the only speaker who reflected a growing interest in the sale of containers. Both Rear Admiral John Crumacker, USN, and Brigadier General John Crawley, USA, showed ways that the container was all important in the military field.

No one can quite think of the distribution without thinking of automation in the same thought. The aspect of automation in distribution was presented by Dennis Doddie and Ralph Werner of United Parcel Service. They fully explained the operation and to make their talk more understandable and enlightening, United Parcel took the forum on a tour of their office in Manhattan. Thousands of small packages pass, through their office every day, are sorted and shipped to the individual buyer. The operation is one intricate conveyor belt after another, each performing one specific function.

Everything considered, the conference was very enlightening and although the attendance was not as great as had been expected, the speakers presented many a new and useful bit of information.

## First Class Engine Captures Football Title

On an overcast Wednesday afternoon, the third class engineers were going through their pregame warmups. Two minutes before game time word came that Denny Meyer had been declared ineligible due to a mild concussion suffered in the previous game. This proved to decide the outcome as the first class engineers won 19-6.

The victory was expected by all, but the line play displayed by the third class came as quite a surprise. The first class was stung—and stung hard. They had witnessed such tenacity against a mild first class deck team when they wallowed 24-0. Then came a fine second class engine team. This game was extremely close and had it not been for some extremely poor refereeing calls, the one touchdown margin might well have gone to the other team. Montana called a great game and some fine defensive plays by Chuck Brader and Pete Jacobs kept Ed Uttridge hustling to the backfield to get his passes off. Brian Skeels proved to be the offensive star of this contest, scoring both

touchdowns on Uttridge passes.

The offensive line of the first class had all they could do to keep the "fearsome foursome" of Kriete, McCormico, Barsin and "Chico" Brennan out of the quarterback Uttridge's hair. Ed usually used seven men to block out these four. Beyond this line however, the third class had its problems. The linebackers did not bite often enough since they were demanded to cover an outstanding pass catching two of Libero, Skeels and Trav McIntosh. The defensive secondary was inconsistent and two slow to handle this corps of receivers. Brian Skeels, once again proved to be the offensive star displaying great hands and running fine pass patterns. For the third class, R.C. "Alley Oop" Lero made a brilliant catch for their only score.

The game turned out to be so exciting that a rematch was planned for the following Wednesday. This time, however, Meyer is expected to quarterback with Ralph Frenhauf moving back to his flanker-back position. Per-

(Continued on Page 8)

## A Political Viewpoint

by George Finger

As this article is being written the national election returns are coming in from across the country. It appears inevitable that when this is read President Johnson will have been re-elected by an overwhelming margin. The election having determined who will be our next president, other crucial questions that remain to be answered are: What type of phenomenon have we witnessed in Goldwaterism? Of what is it characteristic? What can we conclude from its occurrence? And where do we go from here?

It seems that Goldwaterism, at least on the surface, is primarily a reaction phenomenon. It is a reaction to the sophisticated and complex position of our country on both the domestic and political scenes. That the problems of our modern world cannot be solved by simple crosos and prefabricated solutions, that the United States is no longer in a position to unilaterally dictate the course of world affairs, and that we can no longer govern ourselves according to patriotic mottoes and eloquent, but dangerously inapplicable principles, have proved difficult for many to accept.

While our adjustment to the changing world situation has been sporadic and hesitant, which is to be expected, it has been clearly recognizable. It is only natural that many people, frustrated and baffled by the increasing complexity of the modern world, should resent the trend and seek a return to the old more easily grasped, if pragmatically untenable, standards of value. If this reaction was all that was involved, Goldwaterism would not be a dangerous phenomenon. To the contrary it would probably form this basis or contribute to the support of a healthy opposition to the regular trend. However, the strength, venom and fanaticism characteristic of the Goldwater movement lead us to believe that something more is involved than the natural growth of a particular political ideology. The nature of the ideology fails to explain the nature of its adherents. The movement is a mode of expression for what is best described, I think, as irrational fanaticism. This does not condemn directly the worth of Goldwater's ideas, but it does condemn the movement itself. Flaming passion, intense hate, reliance on prejudice and negative instinct rather than reason; these are all characteristic of the segment of our population that has given force and impetus to the movement. It is by no means coincidental that Goldwaterism and racism have become compulsive bedfellows. Of course vast numbers of people who are sympathetic with Goldwater's abstract ideology, but are not, to a greater or lesser extent, characterized by the above attitudes lend numerical magnitude to the movement. However, these people are not what makes Goldwaterism so radically distinctive

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## Merchant Marine Report

(Washington, D.C., September 21, 1964) The American Merchant Marine Institute, in its mid-year 1964 report, showed further declines in the United States privately-owned fleet of ocean-going vessels of one thousand gross tons and over. This fleet was smaller by six ships and 35,000 deadweight tons since the first of the year and it has declined by fifteen ships and 46,000 deadweight when compared with that of mid year 1963. Tankers sustained the greatest loss dropping by 12 in the year. Tankers sustained the greatest loss dropping by 12 in the year.

The privately-owned fleet, on 1 July totaled 968 vessels and aggregated 14,544,000 deadweight tons. It was composed of 33 combination vessels of 291,000 deadweight tons (479,000 gross tons) 644 dry cargo freighters of 7,611,000 deadweight and 291 tankers of 6,642,000 deadweight tons.

The active portion totaled 898 ships, which was six less than were in this category at the first of the year and four less than the comparable period last year. The inactive portion included 1 combination ship, 39 freighters and 30 tankers. Aggregate of the inactive tonnage amounted to 1,053,000 deadweight.

Changes during the first half of the year added five new ships to the fleet compared with sixteen in the same period of 1963. New ships added during the second quarter.

A total of 44 new ships aggregating 747 thousand deadweight tons were on order for private account as of 1 July including 39 freighters and five tankers. This tonnage was 111 thousand over that on order at the turn of the year. While the orders showed two less ships than during mid-year 1963, the tonnage was greater by slightly less than 59 thousand, indicating larger ships were being built.

Under charter to the Military Sea Transportation Service the report showed 12 dry cargo and 31 tankers as of 1 July. The number of dry cargo ships was the same as that of a year ago, but the total deadweight was greater. One less tanker was employed and the tonnage in this case declined.

The Institute showed 1,614 vessels in the Reserve Fleet, not including military auxiliaries and other special types. This represented a decrease of 79 ships since 1 July 1963. Included in this segment were 934 Liberty and 207 Victory ships in addition to 56 T-type tankers among others.

A separate Annex on the pas-

senger-combination fleet showed a single lift capacity of 12,911 spaces. There was a loss of 879 spaces with an increase of 25,000 gross tonnage in this segment of the fleet compared with that of last year's comparable period due to various individual ship changes. The average age of this segment of the fleet was 14.2 years.

In analyzing foreign dry cargo trade, the Institute noted that exports during the first three months of 1964, exclusive of Canadian, averaged 9.9 million long tons compared with 9.5 million in the same period of 1963. Flag participation declined by 1.4 percent, from the 1963 annual average, to 13.5. In the case of imports the average dropped from 4.7 to 4.6 million long tons and flag participation dropped by 0.3 percent from the 10.1 annual average carried in 1963. Tanker export volume for the first three months averaged an increase of over 20 percent while imports increased by almost seven percent when compared with the same period in 1963. Flag participation in the case of tanker operations was noticeably higher than last year. March statistics showed total trade at 26.7 million long tons with flag participation at 9.5 percent.

## Parents Association

The strong arm of the Maritime College Parent's Association is ever expanding in its numbers. In fact, on Parents Day held during indoctrination week, some 136 parents of Fourth Class cadets joined the Association. The new parents were made to feel right at home as they consumed approximately 8,000 danish pastries and 2,500 cups of coffee that afternoon.

At the first general meeting of the Parent's Association, held October 23, Admiral Moore spoke on "The Progress of the College Today and the Future."

The Parent's Association hopes to function this year as it always has in the past. But as Presidents Harold Thranhardt requests "Help us help your sons."

2nd CLASS  
RING DANCE  
SAT. NOV. 7

State University  
Maritime College  
Fort Schuyler  
Bronx, N.Y.

Non-Profit Organization  
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CADET CORP  
COMMENTS

WILL THE OPENING OF THE NEW GYM INFLUENCE YOUR ATTITUDE TOWARD THE RECREATION PERIOD?

I think that opening of the new gym will give more interest to the recreation period. It will provide many new activities which the old gym didn't, for example, swimming and handball rooms. I hope that the cadet corps takes advantage of the new and old activities the new gym will offer.

Szczepaniak, S.J. 3/c

Every afternoon during the recreation period, I go to the armory for Rifle Team practice. The rifle range is adequate but the range in the new gym will have many improvements over the old one. The improvements will make practice more helpful and more enjoyable which will in turn improve the team.

Tom Gillespie 4/c

Opening the new gym will greatly influence my feelings toward the play period. The idea of the play time is a good one but is not carried out in the proper way. The new gym will elevate the situation. Right now, there is nothing constructive to do during our glorious and "fun filled" play period but when the gym is open there will be many openings for cadets to fill in their leisure time between 15:45 and 16:45.

Peter Maxson 4/c

I see no way in which the opening of the gym can influence my negative attitude towards "Play Period." I am against the recreation period because I feel that the student at this college has little enough free time without being told exactly what he must do for an hour every day. I feel that having a recreation period is a good idea but I cannot see making people do something that they are not interested in. Instead of the present method, I suggest the cadets be allowed the use of the "recreation rooms," which as it stands now they can only be used for an hour and a half at one stretch. After all, many students do not feel like exercising for an hour after several classes, exams and a period of mandatory gym.

John Mattfeld 2/c

I'm sure that nothing including the new gym could change my attitude, or the attitude of any cadet at the Maritime College, towards the recreation period. The one thing it will most certainly do however, is open many vast and various opportunities to occupy everyone at some activity during this period. As it stands now,

a good 50% of the cadet corps just roams around the campus watching sea gulls. While another 25% spend their time in the library. The rest take advantage of the limited facilities as they stand now. With the opening of the new gym, adequate facilities will be available to accommodate the rest of the corps and I am sure that everyone will take advantage of this opportunity to better their physical well being.

T.W. Allen 3/c

Drill Meet  
To Be Held Here

While P-Company has remained virtually inactive through the early weeks of the academic year, not so with the pledge program. Under the watchful guidance of Gary Lueck, 2/c, this year's pledge group labors long hours in order to reach the proficiency required by the P.R.'s. The pledges, who now number ten, are rapidly approaching their first real test -- the Pledge Drill Meet. As has been the custom in the past, the Pledge Meet will once again be sponsored by Company P-8 and is scheduled to be held here at the college on December 5th.

The last such Drill Meet was held two years ago when the present 2nd class was pledging. At that time, P-8 took the second place trophy, losing a few crucial points in the clutch and thus enabling St. Peter's College of New Jersey to walk off with the first place award. St. Peter's will undoubtedly return this year in hopes of carrying off still another first place trophy.

There was no such meet last Fall as a result of the confusion that resulted in the moving to the dorms from the ship; so this year will make P-8's first try in a Pledge Meet in two years. Invitations have been sent out to all the Pershing Rifles Units in the area and so far, the reception has been good. A sizeable turnout this year will undoubtedly result in the continuation of the Pledge Meet.

If all goes according to plan, Mr. Lueck and his pledges will be able to add yet another trophy to the ever-expanding collection of awards P-Company has received in the past several years.

Purveyors of the "My one vote won't count" theory might ponder these facts, quoted in the November Reader's Digest: In 1960 the Presidency was decided by less than one vote per precinct; only 91 votes cost the Governor of Minnesota his reelection.

Campus  
Belles



Miss Dale Summers of Farmingdale, L.I. is a graduate of Farmingdale Senior High School. Dale is a secretary in the accounting department at F. C. Glickner, an import company in New York City. She plans to attend night school in February to further her education and also plans on attending many of the Maritime dances with special interest paid to Cadet W. Dallmer 3/c.



Miss Janet Brancaccio is a Junior at East Meadow High School. Upon completion of high school, Janet plans on attending the State Teachers College at Fredonia. Next fall should find Janet leading the football cheerleaders of East Meadow. Her spare time finds Janet working on school activities and taking advanced courses in Italian. Janet can be found cheering for Cadet Newman 4/c, on Newport Field during Maritime Soccer games.



Patricia Couser is a freshman at Alfred Tech, majoring in Chemistry and hopes to become a laboratory technician upon graduation. Pat attended high school at Haldon Central in Cold Spring, N.Y. Her interests include cheerleading, dancing and riding in sports cars and she is a close friend of Cadets William Mazzuca and William Murante.

FROM THE  
EDITOR'S  
DESK

By their action of this past Tuesday, the American people took a strong step forward in a direction of international understanding as well as for progress within our continental boundaries. The nation virtually assured itself of a continuance of the policies of moderate liberalism which have come to be so readily associated with this nation for many years. The election of the Johnson-Humphrey ticket by such an overwhelming margin shows that the American people feel that the trying problems which confront the entire world today cannot be met with a radical change in governmental leadership or the threat of aggression.

Whether for these same reasons or not, the Porthole Straw Poll arrived at the same conclusion as the Johnson-Humphrey ticket bested that of Goldwater-Miller, in the mock election, conducted at the college several days before the nation went to the polls. The results were quite conclusive as the Democratic team rolled up 54.7% of the total with the Republican counterpart accounting for 37.3% of the ballots cast. The remaining 8% was divided among several write-in candidates.

Whenever a student survey of this type is taken one would be foolish to expect 100% cooperation but in this case, as the percentage will attest, we came close to experiencing the full backing of the cadet corps. A mock election is very easily made a farce of but we are glad to report that our trial survey was taken in a serious vein.

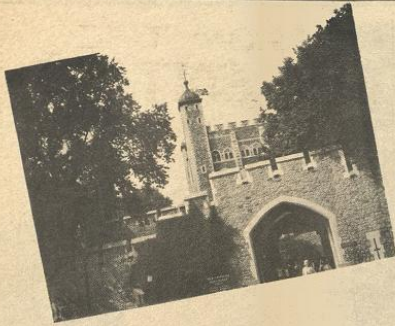
Another aspect of the straw poll coincided with yet another national trend. Many areas, predominantly Republican for many years and through many national elections, suddenly felt the need to break party barriers and vote Democratic. This also proved to be the case in the straw poll as 40% of cadet voters listed their political affiliation with the G.O.P. The Democrats listed 43% of the voters among their ranks with 17% of the student voters registered as Independents.

One other election contest was put to a vote by the cadet corps. This issue concerned the New York Senatorial race and according to the Maritime results, incumbent Kenneth Keating bested Robert Kennedy for the senate seat. The straw poll vote stood with Keating way out in front with 57.3% of the vote and Kennedy tallying the remaining 42.7%. The general feeling seemed to be that Kennedy was conducting a purely emotional campaign, that he had little if any right to run for an office in New York State, and that he had seriously hurt his chances by refusing to debate before a television audience. But obviously the voters of New York did not share our opinions as they sent Robert Kennedy to the United States Senate. He thus became the third member of his family in his generation to hold a Senate seat.

On the local scene there were quite a number of cases of "food poisoning" reported a week ago. A well placed phone call to the Board of Health brought quick action but all investigation proved negative. What exactly the trouble was is not known for certain but the inspections have ruled out food poisoning as a possibility. A letter to this effect will be presented to the college and will be posted in due time.

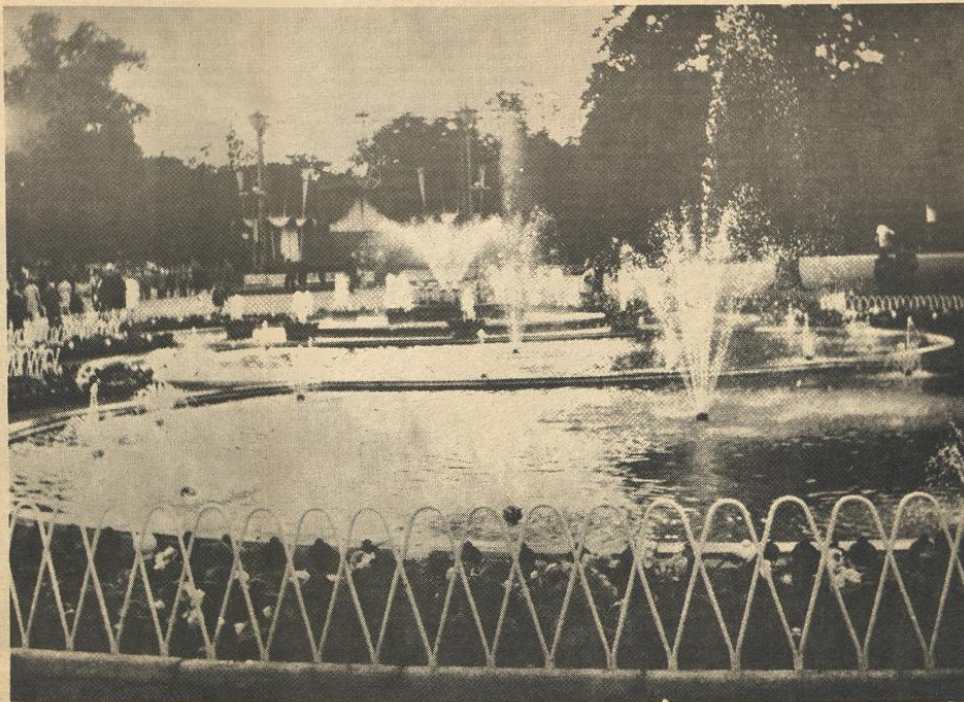
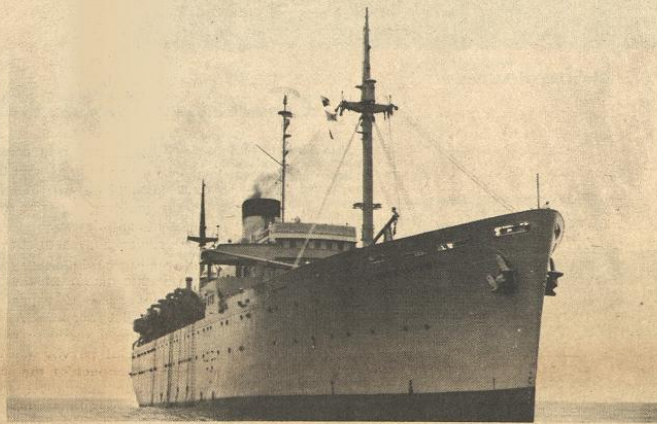
Our attention has been called to an error which appeared in our last issue concerning the offering of a humanities major next year. It appears that we have jumped the gun in our reporting and we stand corrected. To date, no such major has been approved by the faculty or administration and the opinion presented by our author may just have been a bit of wishful thinking.



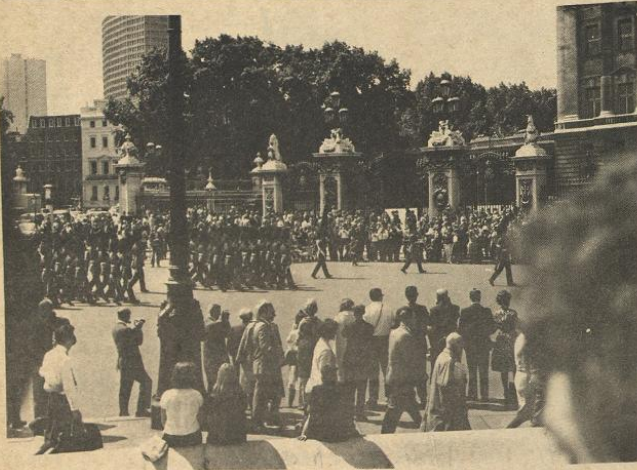


# 1964

## Summer Sea Training Cruise



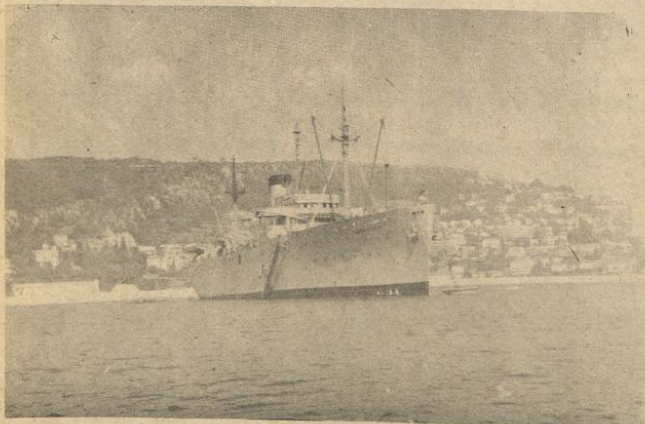




Changing of the Guard



Wading pond in Tivoli Gardens



"Grey Wale" in Villefranche



"Elusive Merit"

### Copenhagen, London, Barcelona,

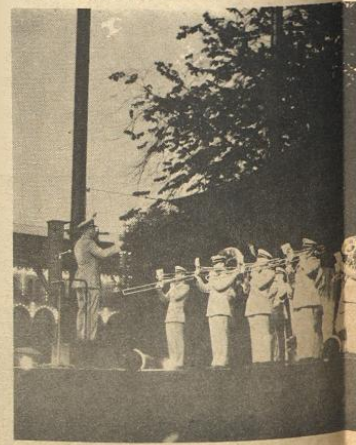
When the end of a tedious academic year rolls around, most college students must resign themselves to three months of summer jobs, drive-in movies, and parties. The cadets of the Maritime College, however, really have something to look forward to. Something that very few people of their tender age have the good fortune of experiencing, a summer cruise to Europe. Yes, the tension runs high around the campus as the old T.S.E.S. is fitted-out for another ten week shake-down cruise. The cadet corps is in wild anticipation as the time draws near to leave their cares and loved ones behind and sail merrily off into the sunset.

Much of this jovial atmosphere however, seems to almost disappear with the last glimpse of the eastern end of Long Island to return only with the first sighting of Montauk Point on the way in, a true mystery of the sea. Things really seemed to be ebbing low at the beginning of this year's cruise except for one saving grace, the new innovation on the 1964 Cruise of carrying a female! It happened sometime about a week before the ship left, a coquetish-looking little kitten, later to be named Shirley, by some unknown means, was able to stow away not to be discovered until about three days at sea. The Empire State IV had it's first ship's cat.

All hearts were lifted by the cheering sight of Shirley, the only one aboard who really seemed to enjoy the trip across.

By the end of two weeks even Shirley had a hard time raising the spirit of the cadet corps. But by that time, something new was being rather seriously contemplated, port.

After fourteen days of a cinematic view of the Atlantic Ocean, that quaint little town of Portsmouth looked mighty good. The cadets wasted no time at all in sampling some of the more refined aspects of the charming sea town. Of particular interest to many were those, much talked about, quaint little English "pubs," and even some of those that aren't so much talked about. For many cadets, Portsmouth served mainly as a home base from which to visit many places of significant historical interest. Sights such as Winchester City, Arundel, Stonehenge, and Portchester Castle were only a few of those visited by the cadets. Equally enjoyable during the ship's stay in England was the three day tour to London. Although many cadets did not share the opinion of most European travelers on the beauty of such places of interest as Westminster Abbey, the Houses of Parliament, The Tower of London, or Buckingham Palace, they did concur on one thing, the value of the contemporary British theatre. This was evidenced by the

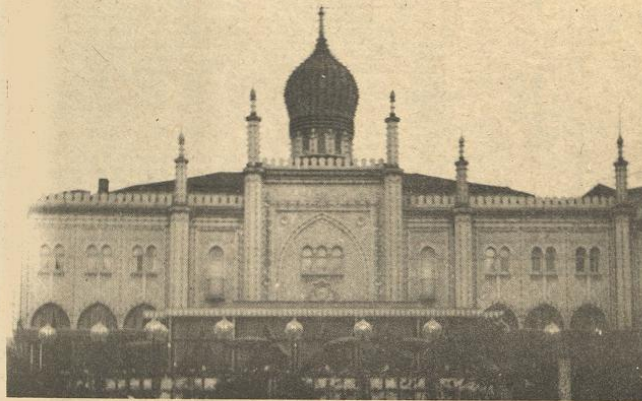


Another chorus of





Mermaid"



Tivoli Gardens

### Villefranche, Amsterdam

faithful attendance to some of the smaller theaters of the Soho district, a section much resembling New York's Greenwich Village, and notably, the Galaxy Theatre.

After the six day stint in Portsmouth, the Empire State's bow was pointed northward and three days sailing brought us into that veritable Scandinavian paradise of Copenhagen.

As many cadets had gleaned from some of the widely circulating periodicals around the campus, Copenhagen was the place to get out and meet people. As the first evening proved, the cadet regiment needed no prodding when it came to such things as furthering international relations.

Despite the fact that every night at about twenty-hundred it looked like a muster of the regiment in Tivoli Gardens,

many of the cadets did get to see some of the more cultural aspects of Denmark. Elsinore, Hamlet's legendary castle, was in easy striking distance from Copenhagen and was frequented by many cadets. The Mermaid, another must for Copenhagen's sightseers, also drew much of Maritime's attention. One cadet, so overwrought by the charms of the bronze creature, tried to get a closer look into her mysterious face and took a short dip in the harbor when she made an elusive move to escape his investigations.

Amid forlorn goodbyes to newly made acquaintances, and another stirring rendition of "Anchors Aweigh," the Gray Whale migrated south again to pay a visit to the land of windmills and wooden shoes. After a two day trip down and a hectic six hours through the Nord Zee Kanaal, the morning sun brought the view of Amsterdam's copper-roofed rooftops and cobbled streets into sight. Many cadets were surprised to find that Amsterdam was a city of canals known to many as the Venice of Northern Europe. Fascinated by the narrow, winding canals known to many as the Venice of Northern Europe. Fascinated by the narrow, winding canals and the alluring streets that bounded them, the cadets spent a lot of time investigating these so-called "canal streets." Other places of interest in Amsterdam were the Rijksmuseum, housing the major works of Frans Hals and Rembrandt, the Municipal Art Gallery, and the Rembrandthuis, not to mention the Heikink Brewery. After an all-too-short three days in Amsterdam, Maritime's pleasure liner swung south for a short Mediterranean tour.

The trip down took ten days, just about enough time to recover from the Dutch and be ready for the French. Proving to be somewhat of a disappointment because of its small size and

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Saint Pauls Cathedral

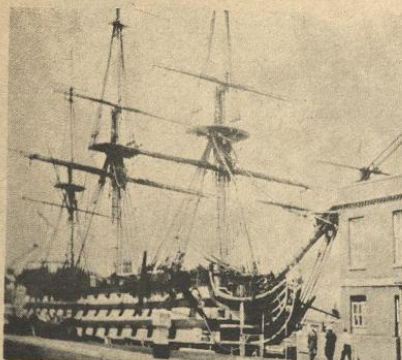


"Anchors Away"



Canal streets of Amsterdam

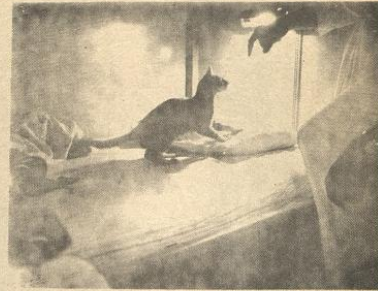




H. M. S. Victory, Lord Nelson's flagship, in its permanent berth in Portsmouth.

(Continued from Page 5)  
relatively quiet atmosphere, many cadets left Villefranche in favor of some of the more livelier towns on the French Riviera, namely Nice and Monte Carlo. Many men also visited the Principality of Monaco where, despite its small size, can be found the world's largest oceanographic museum. One attraction in Villefranche and one that will long remain in the hearts of all that visited it, was that provincial little French Cafe called the Titi Club.

The last port of call was the lively city of Barcelona. It has been said by many world travelers that Barcelona is the only tourist spot left in all of Europe that has been untainted by the tremendous influx of foreigners and still retains much of its zest and originality. To many, Barcelona will remain the longest and fondest memory of the 1964 Cruise. Not merely because it was the last port, but because of the many lasting and memorable friendships that were made there. Whether it be the folk fest on the "Ramblas," the Saturday afternoon at the bullfight, or the friendly chat at the "Kitt-Kat," Barcelona or the 1964 cruise will soon be forgotten by very few.



"Now you stay there and go to sleep, you won't be needed anymore on the bridge tonight."

### Locker Room

By TOM ALLEN

Several years ago, Chet Jastremski, Indiana backstroke champion feared losing a race. His coach advised, "Go off the blocks as fast as you can and after the first lap, really turn it on." He not only won the race but set the world's record. This is a glowing example of the modern athlete's ability to push himself.

According to an October "Reader's Digest" article, athletes today are working more than twice as hard as those of ten years ago. They train past the "point of fatigue." Fatigue increases the heart beat and the flow of oxygen to the lungs. This gives an extra surge of power, once known as the "second wind." Instead of struggling for a second wind, modern runners achieve it before the race. They pass the "point of fatigue" even before the race begins.

The success of this type of training is evidenced by Coach Twomey's successful Maritime Cross Country teams. The team warms up with a vigorous session of calisthenics before each race, followed by a quarter mile jog. This work has brought winning teams for the past four-year years.

Peter Snell, the world record holder for the mile trains with a daily 22 mile run through the New Zealand mountains. Every other day, he puts twenty 54 second quarters together with a 220 yard jog "rest" between each quarter.

Finally, an American doctor has proven recently that pushing the body during youth prevents heart failure in old age. If the heart is trained to exhaustion by running, a moment of excitement in adulthood is less likely to cause the heart to fail. The second wind can be used in moments of mental anxiety, as well as in physical exertions.

The system must be one with a good deal of merit to it. It is a fact that of all the Olympic Champions prior to 1932, not one of them would have made the 1964 Olympic team, based on their winning performance of that era.

The President of our college was giving his annual welcoming address to the freshman class. In achieving academic success, he pointed out, there is no substitute for hard work. "You may have heard it said," he told the freshmen, "that all work and no play makes Jack a dull boy, but I shall also remind you that all play and no work will put Jack into the Army."

### By The Lee by Bob Brown

The past few weeks have been busy ones for the sailing squadron as evidenced by the activity on the waterfront.

On October 17-18, we participated in the Greater New York Championship with ten other schools. Kings Point came in first with 82 points and Maritime scored second with 76 points and behind us were Columbia and Fordham with 62 and 47 points respectively. This race was sailed by Dave Chamberlain, Jim Warnen, Bob Goldman and Wheaty Simis. Dave had the third highest individual score out of 24 skippers. This race qualifies us for the War Memorial Regatta held at Navy on the 21st and 22nd of November.

October 24 -25 saw the Nevins Trophy Regatta in which we placed 6th out of twelve. We were beaten by Navy, MIT, Georgetown and Princetown. In spite of our middle of the read standing, Dave Chamberlain again placed 4th out of 24 individual skippers. This race proved that gone are the days that we could go to a race and win it without a long intensive practice beforehand.

That weekend was also the weekend of the 3rd Annual Freshman Invitational held at Navy, Adams, Brooks, Volks, Laird and Hanley 4/c under the leadership of Jay Bolton 3/c went into their first intercollegiate competitive racing. Navy won first in their home waters with 174 points. In quick succession came Villanova, 157, Princeton 154, and NYSCM 144. This race qualified us for the Freshman Elimination on October 31-Nov. 1, held at Kings Point. There they will be sailing interclub dingies which we are familiar with instead of Gannets. This trip gave the 4/c a chance to see what the indoctrination period at Annapolis was like and made them feel better about our rather mild one.

One last regularly scheduled sailing event for this fall will be the Potomac Frostbite Regatta held at Georgetown on December 5-6. However, the more hardy members of the squadron will continue sailing all winter in monomouys. We also have several frostbites scheduled with Kings Point and City Island Yacht Club.

We are looking forward to a very successful season next spring. Judging from the way the freshmen are shaping up, we should have a team that we can be proud of. While I am handing out compliments, I would like to thank on behalf of the squadron, Richard "Granny" Hillebrand for all his work. Besides running the tempermental launch, being chief cook and bottle-washer, he

is a master plumber, electrician and mechanic as evidenced by his long hours on the schooner. The head of the Maintenance Department, Mr. McAllister is also to be thanked for his help and patience with our mechanical difficulties.

We have just received word from Vice Admiral Moore that a new name for the former "Mistress" has been approved. This spring she will be commissioned "THE COMMODORE" in honor of Mr. George E. Roosevelt, commander of the New York Yacht Club for many years and owner of the "Mistress" for thirty years. The name is appropriate for the schooner as the flag-ship of the N.Y. Yacht Club for many years. We hope that she will bring many honors to her new name.

The schooner will be hauled out in the beginning of November and placed in the Minedford Boat Yard in City Island. There she will have an extensive overhaul including a new diesel engine. This is needed to help us get in and out of the basin and to be eligible for competitive sailing under the Cruising Club of America's rules. This spring we expect to sail her almost every day to help build up a crew. We then expect to enter the Block Island Races, the Storm Trysail and perhaps the Newport to Annapolis race. The schooner has an excellent C.C.A. rating and will be able to compete favorably with the famous Nina, Dina and Bolero.

However, before the schooner is hauled, she will have had a busy fall after having been out every weekend. With Phil Boardman or Jay Bolton at the helm, she has been put through her paces in sail and tacking drills. The sailing season has officially ended at Larchmont and so the Shield's class Sloops are being hauled and stored on the pier. They will be in this spring with new crews anxious to get a crack at the Shield's Cup Trophy this year.

At the moment winter classes in seamanship, MAISA rules and other facets of sailing will be taught on the ship for the inexperienced. Anyone who is interested is invited and further word will be posted.

Privateers to Oppose K. P. in Cross County Nov. 12

2 November 1964  
SUBJECT: Allocation of funds to organizations of Faculty-Student Association.

The following allocation of funds to organizations within the Faculty-Student Association was made at a meeting of the Board of Directors held on 28 October 1964:

Band	\$ 500.00
Records for HI-FI	300.00
Glee Club	500.00
L.R.C.	300.00
Dance Committee	3500.00
NAME	175.00
Student Council	100.00
Music & Reading	110.00
French Club	215.00
Judo Club	150.00
Perishing Rifles	2300.00
Propeller Club	350.00
Science & Engineering	150.00
SANS	150.00
Steamship Historical	150.00
Radio Club	150.00
Spanish Club	150.00
Class Rates	1000.00
Cruise Fund	500.00
Miscellaneous	500.00
Station Fund	1000.00
Graduation Dinner	200.00
TOTAL	\$12,650.00

### Special Dates in November

- Election Day. The nation chooses a President, Representatives to the House and one-third of the Senate.
- Soviet armed forces crushed Hungarian revolt in 1956.
- First transcontinental plane flight from New York to California -- taking, with stops, 49 days -- was completed 23 years ago.
- Franklin Delano Roosevelt was elected to an unprecedented fourth term as President in 1944. The elephant as the Republican symbol first appeared in a Thomas Nast cartoon 90 years ago. Second Class Ring Dance.
- Veterans Day, marking the end of World War I 46 years ago.
- Cross Country V. S. Kings Point.
- The first intercollegiate football game was played between Princeton and Rutgers 95 years ago.
- Union troops under Gen. William T. Sherman, after burning Atlanta, began their march to the sea in the Civil War a century ago.
- Suez Canal opened, 1869.
- Lincoln's Gettysburg Address, 1863.
- Peregrine White, first baby in the Pilgrim colonies in New England, was born in 1620.
- Verrazano-Narrows Bridge, with the world's longest suspension span, to open, linking Staten Island and Brooklyn.
- President John Fitzgerald Kennedy was assassinated a year ago.
- Thanksgiving Leave Begins.
- Thanksgiving Day.
- Hanukkah, the Festival of Lights, begins at sundown for eight days.
- Sir Winston Churchill, Britain's wartime leader, will be 90.



## Hoopsters Ready For New Season

Within a few short weeks, the Maritime Hoopsters will open the coming cage season at Brooklyn Polytechnic Institute. Their initial efforts on the home boards will follow shortly thereafter as we host Marist College. Followers of the sport know that this will be a none to benign affair. The Privateers, however, have downed mightier foe. The writers can recall, for example, last year's game with New Paltz - played at New Paltz, about 100 miles away where we had more support than at any of the games played in the Armory. Incidentally, contrary to pre-game opinion, the Privateers skirmished to a 78-77 win.

Although the present 4th class has shown some definite prospects, the same squad that finished last season will return this year, captained by Tray McIntosh. The same ingredients are present in what is hoped to be a new winning formula. The victory catalyst of course is not something that comes running from the locker room. It is something that is belloyed from the stands. You, the CADET CORPS, are the bearers of the magic formula.

### 1964-65 Basketball Season Schedule

December			
Wed. 2	Brooklyn Polytechnic	Away	5:00 PM
Fri. 4	Marist College	Home	8:00 PM
Tues. 8	Pratt Institute	Away	8:00 PM
Fri. 11	US Coast Guard Academy	Home	8:00 PM
Tues. 15	Kings College	Away	8:00 PM
Fri. 18	Plattsburg State	Home	8:00 PM
January			
Wed. 6	Stevens Tech. Inst.	Away	8:00 PM
Fri. 8	State Univ., Stony Brook	Home	8:00 PM
February			
Thurs. 4	Mass. Inst. of Tech.	Home	8:00 PM
Tues. 9	New Paltz	Home	8:00 PM
Fri. 12	Drew Univ.	Home	8:00 PM
Sat. 13	Pace College	Away	2:30 PM
Mon. 15	Queens College	Away	8:00 PM
Fri. 19	Oneonta State	Away	8:00 PM
Sat. 20	Harpur College	Away	8:00 PM
Wed. 24	Danbury State	Home	4:00 PM
Fri. 26	Rutgers of Newark	Home	8:00 PM

## Olympiad

In as spectacular and good-humored a show as anyone could ask, the 18th modern Olympics, the first ever held in Asia, were brought to a close on the evening of 24 October before a crowd of 72,000 in National Stadium, the huge concrete tureen in which the proceedings had begun two Saturdays ago. As the crowd joined in singing Auld Lang Syne, the Japanese word SAYONARA (Farewell) appeared three times in big letters on the huge electronic scoreboard. For the games of the XVIII Olympiad, bringing 5,541 athletes from 94 nations to this dynamic capital not only marked a milestone in Japan's postwar emergence but also left an indelible imprint on the local way of life.

For more than a quarter of a century the Japanese had dreamed of being host country for the Olympics. The long wait merely solidified determination to make them a rousing success, a success that would come as close to perfection as is humanly possible. To have failed would have meant losing face and that is unforgivable in the Orient. The first Olympic Games ever held in Asia just had to be the best ever staged and they were.

In Tokyo, the determined U.S. team generally held its own or improved its position against the rising tide of competition from other nations. The Russians, however, lost much ground in track and field and gymnastics and were blanketed on golds in sports that had shown victories in 1960—Shooting, Yachting, and Cycling. All told, the U.S. won 14 gold medals in track and field, 16 golds in 22 swimming and diving events, two

in shooting, two in rowing, one in basketball and one in boxing. Bob Hayes and Henry Carr reigned American prestige in the sprints which had gone to foreign stars in 1960. Bob Schul and Billy Mills drowned the "SOFT AMERICAN" jibes by giving the U.S. its first gold medals ever in the 5000 and 10,000 meters. Hurling Al Oerter of West Babylon, LI won his third straight discus crown. Don Scholander led the men swimming, who grabbed four individual races, three relay gold medals and both diving titles.

Ever since the Soviet Union entered the Olympics in 1952, these International muscle-flooding exercises as been unofficially regarded as a duel meet with trimmings - between the Americans and the Russians. The Russians outscored the Americans in gold medals and total medals at both Melbourne and Rome. They bragged beforehand that they would roll up even higher margins at Tokyo. If they didn't fall flat on their faces in the city made great by Emperor Meiji, they stumbled badly.

All in all, it was a superb show that the Japanese staged with consummate grace, elegance, cleverness and craftsmanship. Truly the olympic motto of Citius, Altius, Fortius, that is Swifter, Higher, Stronger was upheld during these games. The Olympic flame is gone but the memory of what it symbolized will blaze with undiminished brightness for many years to come.

It will take scientists three years to analyze all the information sent back by the Ranger VII Space Vehicle that landed on the moon. Reader's Digest notes.

## The Checkered Soccer Squad Loses To Kings Point Flag

By A. J. Pellegrino

"THE CHECKERED FLAG" Much has happened in the world of motor sports in the past couple of months. One of the more important and recent events was the "Double 500" at Bridgehampton, L.I., Sept. 19-20. The two days racing program carried points towards the FIA World Championship for Manufacturers.

Saturday's race was for Grand Touring cars of under-two liters displacement. This first half of the "500/500" (kilometers), a 315 mile race, over the 2.85 mile circuit, saw the team of Joe Buzzetta (Smithtown, L. I.) and Bill Wuesthoff (Milwaukee) drive the sensational new Porsche 904 to victory. Their overall average for the 110 lap race was 84.9mph for first overall and first in GT-II.

Sunday was the day for the big-bore GT cars and the GT prototypes and modified sports cars. Carroll Shelby fielded a team of six Cobras for the GT-III class.

Ludgi Chinetti, head of Ferrari's North American Racing Team (NART), put Pedro Rodriguez in a 275 LP and Buck Fulp and Ludovico Scarfiotti in two 4-liter prototypes. It was this latter model that broke the track record in practice. Scarfiotti's car was quite unusual for its white paint job instead of the infamous blood-red trademark of this great Italian marque.

But it was the relatively new team of John Mecon Jr. who walked away with the honors. The Mecon Team from Houston, Texas, gave Walter Hansgen of Bedminster, N. J., the job of driving the ex-Lance Reventow Scarab fitted with a Chevy engine. Hansgen is a familiar figure to Bridgehampton, never losing a national championship race there in nine years.

After a fast pace lap Hansgen and Scarfiotti put on a drag race down the main straight which ended with the blue Scarab leading the Ferrari into the first turn. Hansgen came around for the first lap with an unbelievable gap between him and the rest of the field.

Rodriguez was right on the tail of Scarfiotti and finally got by him about halfway through the race, but he could not catch Hansgen's Scarab.

This was the way it was for most of the race but then things started to happen. The private Cobra of Pete Harrison lost a wheel just before the Lowenbrau Bridge and he did a magnificent job of controlling the car which was up to about 100 mph when the wheel left him. He brought the car neatly into the pits although it did move back from the pit rail "just in case." A new wheel was thrown on and he rejoined the race to the applause of the crowd.

Then Hansgen had trouble. On the 62nd lap he pulled into the pits and sat there for 3:45 while the Mecon Team pit crew fixed a malfunctioning oil filter pipe. Rodriguez took advantage and pulled out into the lead. Pedro decided to stop for gas on the next lap since Walt was still in the pits and the Ferrari was back on the track in 50 seconds.

Hansgen got his Scarab on the track 58 sec. behind Rodriguez. He wound up the chevy engine and closed the gap until he finally passed the red Ferrari on the 86th lap. At the end of the 110 laps Hansgen was ahead of Rodriguez by 13.9 sec. Hansgen's average for the race was a fast 93.9 mph.

And what happened to Ol' Shel's Cobras? Ken Miles finished first in class and fourth overall to win the GT-III category for points towards the World Manufacturer's Championship. Despite the win, Ferrari had 84.6 points to Cobra's 78.3 in the final standings - the best showing ever by an American racing car.

Bob Grossman of Nyack, N. Y. came in 3rd overall in his Ferrari 275LM after Scarfiotti blew his engine in a cloud of smoke as he passed the pits with three laps to go.

On Friday, 23 October three bus loads of "Maritime Men" saw the Privateer Soccer team drop its fourth game of the season to a strong Kings Point Team. Both teams were held scoreless until late in the second quarter when a score was let through by the Maritime defense. At the half-time the score stood at 1-0 in favor of Kings Point. At the start of the second half the Maritime offense started to tick but was stopped short when the Kings Point line scored three times on three successive fast breaks.

This just about broke the back of the Maritime attack until in the fourth quarter when Dave Sheridan put in the lone goal for the maroon with the assist from Skip Pendrick. This fired up the Privateers again but the result was stopped immediately when Kings Point scored again, within a minute of the Maritime score. The rest of the quarter was played mostly in the K.P. end of the field but time was short and no one could score again. The game ended with the score 5-1 in favor of Kings Point.

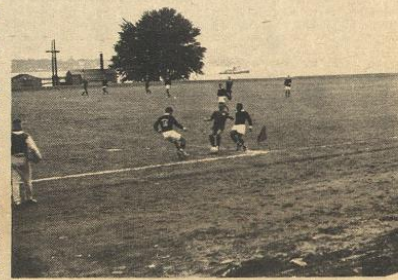
In the previous game played by the Privateers, Adelphi defeated them by a score of 3-0. Although an excellent game was played by Dave Van Brunt and Paul Mason, nothing could be done against the Adelphi defense and the fine

playing of Alejandro Ponce who scored two of the three goals for the Panthers.

The Privateers were not destined to remain blanketed for many more days and on Tuesday the 27th of October the Maritime Eleven bounced back with an overwhelming 4-0 victory over Staten Island C.C. The outcome was never in doubt as Maritime poured through two goals in the opening period and were never headed after that. Everyone seemed to enjoy the game with the possible exception of Staten Island.

No doubt you have heard of the platoon system so often employed in college and professional football. Coach Vanderwaker must have had this in mind as he instituted the platoon system of soccer against Staten Island. He used a #1 and #2 "Red Team" and the "White Team." Each team was able to move the ball well against the leaky defense of the opposition and if it weren't for several poor shots, taken at close range, the score could easily have been more lopsided than it actually was.

The season is drawing quickly to a close but with the momentum given by such a victory can add the needed incentive for the squad to close out the schedule on a winning foot.



## Bike Racing Stages Campus Comeback

Probably even your father doesn't remember the "ordinary" And yet at one time it was as well-known and well-loved on the college campus as the sports car, the T-formation quarterback and Humphrey Bogart.

The ordinary was the improbable looking mechanism with a front wheel five feet high and a rear wheel which could have come off a baby carriage. It was considered a bicycle, and the rider had to climb up to an airy perch before propelling the thing forward. If he hit even a small bump, there was always the danger of a header, and from that height the results could be disastrous. Even with all this, the ordinary was the campus rage back there in the '80's and every school had its racing team.

The ordinary is gone now, replaced many years ago by the safety. But bike racing, in its modern form, is returning to the campus. More than 50 schools now field teams, with the greatest activity centering in the Northeast, Midwest and California. And while cycling hasn't made headlines for some time in this country, intercollegiate cycling is turning out some heroes. A Princeton student, John Allis, who never raced prior to taking up residence at Old Nassau, made the Olympic team this year and got a free trip to Tokyo. Several other products of the campus circuit just missed out.

This not-very-widely heralded return of intercollegiate cycling began at Yale in 1959. A student and local bike dealer decided to field a team to challenge Harvard and Princeton in a one-shot triangular meet. But when the word got out, students

from other schools asked to participate. When the gun went off on that historic day, 36 students from 16 colleges began the fifty-mile grind. As it should have been, Yale won the day.

That race started things going, and now the Eastern Intercollegiate Cycling Association, a division of the Amateur Bicycle League of America, stages nine or ten races during the college year on campuses throughout the Northeast. The same thing is happening in the Midwest and California. Unsuspecting passersby resist astonishment when they see a pack of 25 riders in their colorful uniforms come whizzing down the highway. But in some areas the residents are getting used to it and want to know when the races are to be held.

It really isn't so surprising that athletes are taking to the bikes again. After all, in other parts of the world, bike racing never took a hiatus. As a matter of fact, cycling—in terms of number of spectators, and amount of money that changes hands—is the second biggest sport in the world, with only soccer ahead of it. In Sweden and Japan, there is parimutual betting on the track racing. Jacques Anquetil, France's top road racer and winner of the Tour de France, made more than \$350,000 last year! Let the Mickey Mantles and Y.A. Tittles mull that over for awhile.

Bicycling deserves the enthusiasm of the sports fan. All the elements are there: speed, danger, excitement and keen competition. In the short sprint races on a banked track, America's top rider has been clocked at 48 miles per hour over the last 200

(Continued on Page 8)



**Cross Country**

After being nipped in their first race of the season, the Cross Country Team has bounced back to an even three and three record.

The first race of the season was disappointing, as Adelphi took the first two places and went on to win 27-30. The next two meets brought wins as the harriers ran in a close "pack." They failed to take first place in either race, but beat Monmouth by 27-32 and ran over Brooklyn College with score of 25-36. The Brooklyn College race was run in a heavy rain storm. Brooklyn took first and second, but the harriers of Maritime took third through eleventh. These first three were bringing thanks from Coach Twomey to the Fourth Class. Maritime's one-two punch is in the form of Jack Oldrin 4D and Bill Berger 4E. Oldrin is a strong finisher, while Berger sets a strong pace, keeping it up throughout the race. Bill never seems to tire, despite his lean appearance. Team Captain "Butch" Kuchinskas was hampered by torn "Achilles" tendons in both ankles for the first three races.

On October 21, the harriers put up their worst performance of the year as they lost to Patterson 28-29 (for the second time in two years). None of the Maritime runners looked as if they wanted to win. Nobody took a run at a Patterson man, even

though most were separated by less than a minute. This race did show that Captain Kuchinskas was starting to return to his strong pre-season form.

The following Saturday, Maritime beat a weak Brooklyn Polytechnic team by a score of 20-43. Once again, the opposition took first place, but Oldrin, Berger, Kuchinskas and a surprising finish by Ed Robinson helped sew up the meet.

With only three remaining meets, Maritime hopes to assure itself of a non-losing season for the thirteenth consecutive year. Their plans were thwarted by a strong Jersey City State Team. The Throggs Neck runners suffered their worst defeat of the year losing 23-32. A dramatic finish by Jack Oldrin helped add to the drama of this race. Oldrin and Berger exchanged the lead throughout the race. Oldrin put on a strong kick at the finish to be the first Mariner to cross the line. His finish brought up the worst of a heavy lunch and he collapsed right across the line. Bill Berger finished one second later and Butch Kuchinskas twenty seven after Bill. Bob Semrov 4D and Pete DiPaola 3E came across the line neck and neck beating out Jersey City's fifth man by a narrow margin of six sec.

The Mariner's hopes for a winning season now rest in their performance against Stony Brook and the big one against Kings Point on November 12.

**VIEWPOINT**

(Continued from Page 1)

from other political groups and thus worthy of our special concern. It is indeed unfortunate that this broader support, coupled with the militant zeal of the fanatics, has lent sufficient power to the movement to enable it to wrest control from one of our two major parties. This was a severe blow to the two-party system. However, it will not be fatal assuming that the Republican party can find its way from the backwater to the mainstream. In any event, the continuing danger of irrational fanaticism to our country, and not the devastation it has already wrought on the Republican Party is the subject of this article.

Irrational fanaticism has always been present in society. It is an expression of one of the nature of man. There are considerable numbers of peoples whose makeup is almost completely irrational and instinctive. They constitute a force that under ordinary circumstances is contained by the critical insight and reason of the majority. However, should the course of events lend impetus to the irrational minority, should the emotional level of communication increase to the point where it undermines the influence of the rational capacity on our behavior, then the disease of the minority can spread to the majority - for the germ is in every man.

This segment of our population is not large but in times of stress and emotion it functions most effectively. Our country has felt the force of this influence at many times in its history, starting perhaps with the Salem witch trials and certainly including McCarthyism.

That fears of an epidemic in our present situation were not justified is clearly seen in the nation's rejection of Goldwater. However, it should be remarked that the senator is more of a symbol than an embodiment of the sickness. The fact that the chance has disappeared does not mean that the disease is cured. It is especially disconcerting that the social and emotional climate today is not as conducive to the spread of irrational fanaticism as it conceivably might be. We are fortunate that the crisis came at a time when the responsible public could evaluate it for what it was. We can only hope that we have resisted this tendency to destruction with sufficient finality to allow us to proceed toward a better world. We have faced the enemy and emerged victorious, but in all probability we have won a battle and not the war. In order to establish a world of peace and understanding rather than hate and distrust requires a continual dedication, consciousness and responsibility.

Behind Goldwaterism the hidden enemy could raise his head. Goldwater is perhaps destroyed, but the enemy will live as long as we do, and will rise again behind whatever facade may offer itself. We will profit from the extent to which it makes us aware of our ever present enemy and enhances our ability to recognize the enemy for what it is when it confronts us openly once again. Should we ultimately win or lose the responsibility will be entirely ours.

Elimination of the draft is the object of an experimental program beginning in November, according to a report in the November Reader's Digest. Under the plan the services will accept volunteers who have formerly been rejected for educational or medical deficiencies. They will sign up for a three-year hitch during the first six months the Army will determine if rehabilitation is possible. If it is, remedial training will follow and the Army will have the man's services for 2 1/2 years. If successful, the program may not fill the Army's manpower needs but could also raise the physical and mental fitness of many young men who now find it difficult to get along in society.

**Intramural Football**

(Continued from Page 1)

haps this time, they will display a little more offensive fire power to provide a very evenly matched contest.

In other games, the fourth class engineers squealed by their deck counterparts, 7-6. Outstanding play was demonstrated by Fury, Nagle and Stern. Third class engine also had a close game with the third class deck. Both offensives failed to score in a great defensive battle. The final score was 8 - 0. Second class engine "snowed" the deckies 49 - 0. This score speaks for itself. Even with the sparkling efforts of offensive ace "Y. A. Bishop", the second class deck was not able to mount anything that resembled an offensive threat.

**ALL STAR TEAM**

- TE T. McIntosh
- SE B. Skeels
- FB R. Freshauf
- Line P. DiCapua
- Line L. Kesselman
- Line R. Blaney
- Line R. Kriete
- Line W. Elston
- Back Fury
- Back W. Montanya
- Back Meyer, D.

**BIKE RACING**

(Continued from Page 7)

meters. In those grinding road races, the riders hit 60 miles per hour descending hills. As one cyclist put it, taking a spill during a race is like jumping out of a speeding car in your bathing suit.

Yet cycle racing is still pretty much of a stranger in this country. With the recent growth of inter-collegiate racing, however, this may all change. Because of the many students who want to race but who attend schools which do not have cycling programs, the Bicycle Institute of America has recently issued a handbook entitled "Bike Racing on the Campus." It covers everything a rider might want to know, including instructions on how to form a team, how to train, how to publicize and promote the team, and other matters. It can be obtained free by writing the B.I.A. at 122 East 42nd Street, New York 17, New York.

With texts being written, with new tracks being built, and more colleges participating each year, cycle racing appears to be making a deserved comeback on campus. Although it may never replace football, it seems a good bet to take its place alongside such sports as lacross, crew, fencing, and soccer and other less-publicized sports endeavors.

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