



# PORTHOLE

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10 APRIL 1965

## ADM. DURGIN PASSES AWAY

Vice Admiral Calvin T. Durgin, Retired, the past president of the Maritime College, passed away suddenly on Thursday, March 25 while attending the Metropolitan Opera. He was 72 years old.

Admiral Durgin was born in Palmyra, New Jersey on January 7, 1893. After attending public schools in his native town, he was appointed to the United States Naval Academy in 1912. At the academy he played football and was a member of the varsity lacrosse team. He was commissioned an ensign in the U. S. Navy in 1916.

From 1916 through 1918, he served aboard the battleships U.S.S. Minnesota and U.S.S. Connecticut in addition to two destroyers. He began his aviation career at the Naval Air Station in Pensacola, Florida, in 1919 and on May 27, 1920, was designated Naval Aviator. After initial flight duty at the Naval Operating Base in Hampton Roads, Virginia, he began service with the U.S.S. Aroostook, the flagship of the Air Squadrons in the Pacific. In 1922, he returned to Annapolis to study Aeronautical engineering at the Naval Postgraduate School for one year. He continued these studies at the Massachusetts In-

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The recent passing on of Admiral Durgin was a sad and tragic event which jolted his many friends on and off the campus into the sad state of mournful shock. The following comments are made with the help of some of those at the College who knew him well enough to mourn him in a personal way.

He was a staunch and fervent lover of the opera and it has been said by many that he could not have chosen a better site for his sudden demise. He fawned on acclaim and he deserved a lot of it. He became a different type of public figure while president of the College, and its name and fame became widespread during his eight short years in office.

He became a college minded during his tenure at Fort Schuyler and he paved his way for many of the improvements and facilities which we now enjoy on the campus. He was responsible for elevating many of us to the position and prestige that we now take for granted. He became a loyal and tried supporter of the College and he would take on all comers at the drop of a criticism.

We are certain that his celestial career will be marked by the same vitality, intent of purpose, striving for accomplishment, and personal flair and sagacity in everything he does upthere. His rise to flag rank in the vast army of angels should be fast and in keeping with the Durgin tradition.

In line with his great interest in the establishment and perpetuation of the Meditation Room at the College, Admiral Durgin had instructed that instead of money to be spent for flowers at his funeral, any such funds should be donated to our version of a campus chapel. These facilities would not exist if it were not for the late Admiral's zeal and efforts on their behalf. Of course he had a great deal of help in

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## FACULTY PROTEST

At an emergency meeting of the college faculty on Thursday morning of last week, a strong resolution was unanimously adopted criticizing the state legislature for its unwarranted slash of the University budget. The total cut amounts to seven million dollars with the average being 15%.

Prof. Martin Fausold, of Genesee State College and President of the Faculty Association of State University, also made a strong protest on the basis that admissions would have to be reduced next fall; that the upstate units were being discriminated against because City University was not being cut; that the library needs more books instead of less; that the medical schools should not be cut when more doctors are sorely needed; that the Central Administration in Albany needs to expand to provide the necessary leadership for SUNY; and that the salary increases for the higher ranks are being cut when they are already in the lowest 30% nationwide.

It is significant to note that

New York ranks 47th among the 50 states in its per capita support of public higher education. In actual figures the picture looks like this: each California resident pays \$38.19 on the average, while the individual in New York parcels out only \$12.57.

The way the legislature is acting, New York may go all the way and become the 50th state. The resolution as adopted and sent to the legislature reads as follows:

WHEREAS the State University of New York must continue to grow it if it is to serve the growing educational needs of the people of the State of New York.

THEREFORE BE IT RESOLVED that the faculty of the State University of New York Maritime College joins with other citizens of the state in expressing their disappointment and shock over the decision of the leaders of the majority party in the Senate to cut by \$7,000,000 the realistic and forward-looking budget request of President Gould and in doing so to cut the growth of the University itself.

## Alumni Schedules Festive Weekend

The sixty-first annual stag dinner of the Alumni Association is scheduled for Friday evening, 7 May, at Mayer's Parkway Restaurant, 613 East 233rd Street, in the Bronx. Reservations are ten dollars and anyone interested should communicate with Prof. Terence Gargan, class of '58 and the Engineering Department. Checks should be payable to the Alumni Association, N.Y.S.M.C., and a choice of either fish or meat indicated as the choice of entree.

Prof. Gargan, who is chairman of the dinner committee, is exerting every effort to make this one of the most entertaining and otherwise enjoyable feasts for the Alumni and guests. Captain Alfred Olivet will be the guest of honor, and he will make the principal address of the evening.

The next day, Saturday, 8 May, the ex-students invade the campus to celebrate their day at the old familiar haunts of Fort Schuyler. Besides giving Charlie Rey

another shot at them, they will be able to see the new Gymnasium.

Tentative plans are being considered for sponsoring an inspection trip to the Independence Sunday for any possible survivors of the first two days of celebrating.

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# Cadets Speak Out


**QUESTION**—It has been proposed that in the first class year seminar and license be given at the beginning of the academic year. This would permit the cadet to put a sufficient amount of time into non-license courses which are so vital. Do you think such a program can be successful?

**ANS:** Having license first is an admirable suggestion. Presently, seminar warrants the majority of time, leaving the other subjects partially or completely neglected. With seminar behind him, a first classman could study to learn, instead of just to pass an hour exam.

**J. Gully 2/c**  
**ANS:** If the proposal of separating license from the rest of the curriculum ever comes to pass, a great burden would have been lifted off the shoulders of all first classmen. Not only would license be easier, but more concentrated study could be applied to the rest of their subjects.

**T. Malanchuk 3/c**

FROM THE  
**EDITOR'S DESK**



By Mike Sheklin

With this issue, the Class of '67 is taking over publication of the Porthole. We wish to express our gratitude to the retiring staff, headed by Bob Flint, whose diligent efforts have produced the Porthole for the past year. The new staff has dedicated itself to publishing a paper which reflects the views and interests of the students as a whole. It will be our policy to stand behind the Cadet Corps all the way. In this regard, an invitation is extended to all cadets to make known their ideas, comments and criticisms. Whatever your thoughts, do not hesitate to speak out, for without complete cooperation it will be impossible to present an accurate picture of our position. By the time the next issue is printed, we hope to incorporate a series of new articles and features which are of concern to us all. We look forward to increased interest not only among the cadets, but from the faculty and administration as well.

\* \* \*

Changes have been suggested in the academic schedule for the First Class. A proposal has been made to divorce license seminar and examinations from the rest of the curriculum. As we all know, the burden of seminar and license is great. In the past, First Class cadets have taken it during their first semester, in addition to their other courses which comprise some 14-16 credits. As a result, the cadets treat these courses with indifference, and in most cases, devote an insufficient, or, at least, a minimum amount of effort to these areas.

Separating license and seminar from these other courses would enable the First Class to concentrate all their efforts on passing seminar and acquiring a license. At the same time, it would make it possible for them to pursue their other subjects with the proper attitude and with the attention due them.

Although still in the early planning stages, this proposal is of the greatest importance to the entire Cadet Corps. It would greatly aid the student in obtaining both his license and a good education in this important college year when his studies are heavily concentrated on the subject area in which he is majoring.

This plan, a solution to a complex problem, must be approved, before it can be enacted, by a number of authorities including the department chairmen, the Dean, the College President, the Coast Guard and the State University. The cadets are hopeful, and will be eagerly awaiting further developments. It is an excellent idea, certainly worthy of the closest consideration on all levels.

Although the Porthole does not have an official "Letters to the Editors" column, any letters written to the Porthole will be accepted. We feel that this will give the cadets, as a whole, an opportunity to express their views on local situations as well as a chance to criticize anything that has been written in the Porthole.

Since this paper is not only for the cadets but also for the parents and faculty, criticism and praise from the latter will also be greatly appreciated.

**Parents to Hold Card Party**

At about this time last year the Maritime College Parents Association was making preparations for its annual card party. The affair, which is the sole source of the association's revenue, was held in the old College Armory. It featured an evening of cards, sweepstakes, refreshments and lots of fun. Its proceeds were contributed to the now completed and quite magnificent, cadet library.

The stage is now being set for this year's card party, to be held on Friday, April 23, at eight thirty p.m. in the new three million dollar College Sport Building. The sweepstakes will be bigger, the prizes better, and the refreshments more plentiful. All funds raised from the party will again directly benefit the cadet corps.

The support of local residents would be appreciated. The invitation is also extended to out of towners who may wish to begin a weekend at the Fair with the gala evening at Fort Schuyler.



## "You'll Grow Into It" Letter To The Editor

A form of school spirit is definitely lacking at the Maritime College and the present situation does not appear to be on the road to recovery.

The school spirit being spoken of here is not the "rah - rah", "go-team-go" type, but a spirit exhibited by interest and desire to obtain the common goal of a proud and inspired student body. It is true that regimentation promotes mediocre conformity and obsequiousness while suppressing creativity, initiative and individuality to a certain extent; but the students of West Point and Annapolis are paragons of modern youth. In a comparison with these other institutions, it is found that the military system is somewhat similar while the character of the student body changes enormously.

The reason that this difference exists can be attributed to the attitude exhibited by the students as a whole. By assuming a hypocritical character, the military system is used as a "cloak and dagger" for personal gratification in the pursuit of an obscure and ill-defined goal. Humility, pride and self-respect are lost in this process, and as a result dissension reigns.

There is no ready-made cure that can be applied to help the situation at the present, but it is hoped that in the immediate future the student body will take a decided and coordinated interest for the betterment of this institution of which they are a part.

Until this plateau is reached, and only then, will the Maritime College become a proud and inspired school able to obtain the kind of publicity it needs and deserves.

# Belles



Miss Bernadette C. Murray is now attending St. Agnes Academic in College Point and is a senior. After graduation in June she plans to go to St. John's Junior College in Jamaica or to a business school. She is on the student council and is co-chairlady of the senior prom. Bernadette is 5'3" tall and weighs 112 pounds. All of her classmates like her very much, as does Cadet Plant, 3/c who she is presently dating.



Her name is Sallie Poudel, an 18-year old coed from Suffolk Community College. When not studying or reading letters from the pen of Vince Franzik, 4/c, she entertains her wanderlust by dreaming of the exotic South Pacific islands which she intends to visit some day.



This 21 year old beauty is Karen Abrams. A graduate of Springfield College, she is presently a gym teacher at Spring Valley High School, where she also lives. Her 5'1" figure, blond hair, and green eyes make an especially good combination, as Cadet Dick Evans 1/c, can testify.

# NEW PORTHOLE STAFF

The editors-in-chief for the coming year will be Cadets Michael A. Sheklin of Bayside, and Charles Nolfo of Barrington, Vermont, according to announcement from the office of Prof. Thomas Hidalgo, faculty advisor to the Porthole. These two will head the editorial staff which includes Albert Aymer, Woodbridge, New Jersey, as managing editor; Efrem Krisher, Woodmere, news and features; and Robert Fogarty, Queens, as sports editor.

Department heads are Joseph Flannery, business manager; George Ferranti, circulation chief; James Hall, personnel manager; Russel Johnson, photographer; Joseph Silva, marine news; Glenn Germaine, typing crew boss. Thomas Phelan and John Mangolis are the new staff writers. Herbert Klopp will retain the chauffeur's position until other means of transportation are available from the Third Class.

Fourth Classmen who have offered their help to the staff include L. Harlow, J. Luard, B. Laraway, F. Altman, R. Hamburg, and G. Pearson. The editors strongly urge more Fourth Classmen to participate in the Porthole activity so that they will get valuable experience for next year. Anybody interested should give his name to any of the editors or to Prof. Hidalgo.



Michael Sheklin will relieve Bob Flint as one of the Editors-in-Chief of the Porthole for 1965-66. He is a resident of Bayside and a graduate of Bayside High School. Since coming to the Maritime College he has participated

in the Propeller Club and the Sailing Squadron and made the Dean's List last semester. His interests include Boating and Sports Cars. In his new capacity of editor, he hopes to produce a paper which will be of greater interest to the Cadet Corps.



Charlie Nolfo, one of the new Editors-in-Chief of the Porthole came to Maritime from the Green Mountains of Bennington, Vermont. Upon graduation from High School in 1962, he went to school in Boston. After a year in there, he decided to attend Maritime and major in the field his father had taught there five years pre-

vious. While at Maritime he has been busy in many activities. He is a member of the Propeller Club, International Relations Club, the Rowing team and intramural sports. Other than the usual interests, he likes to go hunting, skiing, and horseback riding.



Al Aymer, a resident of Colonia, New Jersey, and a graduate of Woodbridge Senior High School, is taking over as the Porthole's Managing Editor. His other extra-curricular activities include the Eight Bells, the Prop Club, and the I.R.C. When Al was three years old, his folks and he went on a camping trip to California. Since then he just can't stop traveling. Naturally he prefers going by water; but hiking and camping have their places as well. Al's principal goal is to make an around-the-world voyage as the Master of his own ship.



Following in the footsteps of Ken Malcolm is Efrem Krisher, the Porthole's new News and Feature Editor. He is a resident of Woodmere and a graduate of the Lawrence High School. He is a member of the band and the Jewish Society. He promises to make the Porthole the "lively paper," with "all the news that's fit to print," for the "lively generation."



Bob Fogarty has taken over the position of Sports Editor for the coming school year. "Blackie" resides in Jackson Heights, Queens, and graduated from Xavier High School - New York City's only "military school". The reason Bob was selected was because he considers himself the best qualified for the job. He also considers himself an outstanding athlete and a semi-genius. His classmates consider him an extreme optimist.



A New Jersey boy, Joe graduated from West Morris Regional High School in 1963. Hearing the call to a life at sea, he came to the Maritime College the following fall. His interests are hunting, riding, SCUBA diving, and sports cars. Joe will be replacing Charles Nolfo as Marine Editor of the Porthole.



Cadet George Ferranti is the new circulation manager for the 1964-1965 year, replacing George Thompson. The new George, who is a native of the Bronx, graduated from Christopher Columbus High School. He was well acquainted with the Maritime College thru his brother who graduated only last year. He is a member of the Propeller Club and Damage Control but his main interests at school are the Canteen and rack. As head of circulation it is his responsibility to spread the Porthole around the four corners of the college.



Joe Flannery, a product of the "City of Brotherly Love", is taking over the position of Business Manager. His interests include reading, young women, and not getting "bagged." His ultimate goal in life is a Master's License and command of a ship. Before coming to Maritime, Joe spent two years engaged in the study of the American way of life across the country.



Replacing Cadet Kuchinkas as typing editor of the Porthole is Cadet Glenn R. Germaine, a resident of Albertson, Long Island. Glenn graduated from Herrieks Senior High School in 1963. Originally intending to pursue a career in electronics, he finally decided to come to Maritime as a deck cadet. His activities include the Radio Club, Propeller Club, and Damage Control. As a member of the Wrestling team, he participated in the Metropolitan Intercollegiate Wrestling Tournament.

Cadet Germaine hopes to do well as the new typing editor and has already proved his worth in this issue.



The new office manager of the Porthole is James E. Hall. Residing at Parkchester in the Bronx, Jim graduated from Mount St. Michael Academy in 1963. He is active in intramural basketball and judo, and is also a member of the damage control squad. Most of Jim's liberty time however, is spent at the Bronx's renowned "Park House."

His presence on the staff should be a big asset to the paper.

## Comments On Education

BY THOMAS P. PHELAN  
(Staff Writer)

As we have progressed through this age of satellites and space-men, the need for an education has become an intrinsic part of our society. In the words of the Secretary of Labor, Willard Wirtz: "The machine now has a high school education in the sense that it can do most jobs that a high school graduate can do. So a machine will get the job because it works for less than a living wage." This is well substantiated by the fact that in the year 1965 the U. S. college enrollment will rise to 5.2 million hungry young minds.

Realizing their responsibility to become educated and socially responsive persons, these men and women of the future have sought to obtain active parts in the present society. By this late date all of us are aware of the "Berkeley affair" as we are aware of our modern mainline name. The primary cause which seems to have precipitated all the present unrest is echoed in the silent voice of a pastboard poster or by the numerous religious leaders who have lead their integrated flocks to the foot of a state's capital. The attitude we take towards this however depends to the same extent on our social position. The student is hesitant but still he is ready to rally. The parent condemns anything which might jeopardize his son's or daughter's education. The administration and faculty of colleges across the country sit and wait, while they cover their own deficiencies in hopes of not being found out. In general, all closet doors are being bolted in order to prevent a vivacious old "skeleton" from peeping out. However, in remembering the old maxim—Every man, woman, and child has a pass key—the beads of sweat begin to form about the sacred temples.

This modern non-passive generation of college men and women is responding to society's silent call in new ways. Many youths plan to spend their spring vacation furthering the cause of civil rights, rebuilding the battle grounds, or in other accepted means of educational and social engagements. Many who feel the great pressure of the modern black book contemplate a few weeks spent in mental elaboration. Whatever the case may be, they propose not to mindfully waste their very precious time. Of course there are always the shirkers but we may safely assume that their name will be found only within the confines of their own birth certificate.

Many of the unknowing cry "subversive" or like terms when confronted by a new demonstration or civil protest. These narrow minded and often bigoted persons do not realize that education will never destroy a capitalistic society. For as long as men differ from their neighbor mentally, economically, and physically, Communism will never succeed. For as long as we possess markets for our goods we shall possess freedom.

It seems to many of us that one of the biggest and most meaningful tasks that must be accomplished during our college days is to gain and retain our own identity. Far too often a young and growing personality is thwarted by the complexities of college life. So many times a student is forced to go along with a crowd, not necessarily his crowd either. He receives that non-verbal mandate to become one of the ringed masses. Whether it may be in conforming to an acceptable attire, attitude, or means of conversation, is of no great importance. The fact is that the non-conformist is ostracized for being himself. It seems that a great majority adopt an immigrant's attitude. They lose all conception of the negative and become automation-type "yes

men." They rush forward to carry another's colors while totally suppressing even their most private and natural inner needs. They are very prone to join this, that, and the other club, group, or organization just to be near the "in crowd." However, when the "in crowd" is on the wane, their allegiances and loyalties are thrust forward to a new productive and capable successor, who later turns out to be less "in" than those that are now "far out." What most students eventually learn is that their energies must be concentrated to educating themselves and not to become a court jester.

Often, the parents of our present collegiate generation are too wrapped up in middle class society to properly advise their offspring. Many times the only advice a student can extricate from mom and dad is to "see your adviser at school." This seems to go along with the modern notion of specialization. But in fact, the present day student is thus forced into a maze of I.B.M. mandates. The young man or woman who is the product of his own environment is thus educated according to a massive computer's pink tapes. Then, he is sent into a totally new environment to become a future financier for a local psychiatrist, whom himself is the son of a backwoods bootlegger.

Our parents are really not so concerned. They do care! The fact of the matter is that they wish their sons and daughters would conform to accepted trains of thought. They feel that no one should gamble his future on the wings of a high-flying Muse. Perhaps we expect too much of our mothers and fathers. They have suffered much to give this generation the many fine opportunities it has. Our lives have occurred at a time of prosperity and mechanization. Mom and dad never had to choose between Machiavelli and Soupy Sales. In those days the boob tube was a luxury not an obsession.

At last we arrive at the foot of Metropolis, that pedagogical paradise of hornrimmed glasses and wornout library cards. These people are the Saint Peters of education. Students at times, however, hold quite a different opinion of this gay group. The classroom loses some of its friendly atmosphere when that lively little Napoleon charges in equipped with scowl, black book, and pile of corrected exams. Cries of "this is a free country" are heard from the back of the room as "le professeur" spews forth his rules for classroom procedures. But, we are told that this is the price that must be paid for education.

However, teachers are also human, they too have good and bad days. Nothing does more, however, to hinder a student's mental growth than an unprepared or boring lecturer. The instructor who is sarcastic or aloof to an innocent question is not a teacher of the questioner, but only perhaps his equal. The truly good teacher is the one, who in the eyes of the student, is educated and articulate in his presentation. The man who is accepted by his students is shown respect by their participation and interest in his course. Furthermore the teacher who shows signs of worthless preoccupation is only a man in the eyes of the student.

In view of the current unrest in educational circles, it is time for the student, teacher, and parent to take a good look around. We all are aware of the great needs of education. We all are aware of the many other associated problems. Perhaps some of these problems could be resolved if only the students, their educators, and their parents met on the same plane to discuss the issues at hand.

## Library Program Features

Almost a full house attended the Library Lecture Series program on Tuesday, March 30. This event, the best attended of the Series to date, took the mixed audience of students and faculty on a musical junket through Argentina and on a cinematographic one through Bolivia.

The musical portion, rendered by a folk trio led by Mr. Francisco Jose Vargas, constituted a treat for many auditors, first, in the unfamiliar folk rhythms and melodies of Argentina, and to a lesser extent, of Bolivia.

Mr. Vargas pointed out the habit and characteristics of some of the major folk rhythms of the sprawling Argentine Republic, and songs exemplifying these rhythms were heard, some of them sung by the entire trio (accompanying themselves with guitars and native drums), some of them sung as solos in the very moving and lovely voice of Mr. Vargas himself. At the end of the trio's presentation the audience remained seated as if looking forward to more sounds from the broad repertoire of this unassuming yet thoroughly professional sounding group of genuine native interpreters. The audience

gave voice, with unanimous acclamation, to its desire to have these fine musicians come to us again.

Also thoroughly enjoyed was the premiere showing of a color film on Bolivia shot on location last summer by Prof. Herbert Millington and his son, Prof. Millington's well known expertise in economics and geography was once more clearly and neatly demonstrated in this often breathtakingly lovely treatment of a colorful land perched high in the Andes.

It is hoped that all at the College will take advantage of the additional events in the Library Series for the current season:

April 8 - The New Wave; a talk by GARY CAREY, editor and publisher of the film magazine, The Seventh Art.

April 13 - "Breathless" two showings of this film.

April 22 - The Role of College in Modern Art: a talk by KYNASTON MCHINE of the New York Museum of Modern Art.

April 27 - Baseball and Ballet - a return visit to his alma mata by EDWARD VILLELLA (NY), star of the City Center Ballet (program tentative).

May 4 - Percussion: a talk with

demonstrations by the percussionist HOWARD VAN HYNING (City Center Opera, etc.).  
May 11 - Two Films; two showings of "The Wild One" and an unannounced short.

## Business Officer Retires

Hiram Gandelman retired from his position as business officer at the College on 15 March after more than thirty years of duty on the staff. He intends to stay on a somewhat active status in the capacity of consultant.

He came to Fort Schuyler soon after it was made into the shore establishment of the State Maritime Academy. Being an ambitious young man, he strove and managed to complete the work for his degree at NYU while holding down his job at the Academy, even though it took all of his spare time and his spare money.

He served in the Navy during World War II, and afterwards stayed in the active reserves. He was a familiar and a popular figure on many of the summer cruises, and was very well known in many ports of call.

During his long career on the campus, Mr. Gandelman at one time was considered its most powerful figure. At that time, the state budget officer rode tight herd over the institutional organizations and the many employees. As his local representative, Mr. Gandelman reigned supreme to such an extent that the school became affectionately known as "Gandelman's Academy". With the changeover to college status under a university system, Fort Schuyler became more and more reliant on the other administrators and the faculty for fiscal policy decisions.

However, Mr. Gandelman continued to direct his efforts for the benefit of the College, and he played an important part in the many and varied improvements and additions during its fifteen year history.

He and his wife, Anne, were feted by some of their many friends at a gala affair at Mayer's Parkway Restaurant. One can be sure that Officers Row and the Business Office will never be the same without the familiar Gandelman trademark.

## Professor Moves To Bard College

Dr. Bernard Baruch Hochman, English instructor in the Humanities Department for the last five years, resigned his position as of 3 February for a similar job at Bard College which is located some 200 miles upriver on the Hudson.

During his years at the College, Prof. Hochman managed to make a great impression on campus life and activities, both inspirationally and intellectually. His many contributions would be difficult to record for the benefit of posterity. His students, colleagues, and other friends sorely miss him. They feel that Maritime's loss will surely be a

big gain for Bard.

Dr. Hochman was the advisor for the Reading Club and for the past year had been serving as chairman of the faculty committee for aiding the educationally underprivileged high school graduates in the metropolitan area. This committee was designated by Dean Lawrence to help some of these unfortunate students to gain admission to the Maritime College.

Prof. Hochman completed his graduate work and obtained his doctorate at Columbia last year. He was just recently notified of his promotion to assistant professor.

## Chief Custodian Retires



On Wednesday, 31 March, Peter A. Campbell, head of the janitorial and porter contingent at the Fort end of the campus, signed the last work sheet of his career at the College. He has been on the job for the last ten years and he is retiring to a life of leisure at his Silver Beach home with Mrs. Campbell.

Before coming to Fort Schuyler, Pete was a photographer for 28 years. Among many accomplishments and assignments, he considers his work as photo researcher for International News as one of the highlights of his long and illustrious tenure in that field.

He was a veteran of World War I. He served in France as a motorcycle dispatch rider a long time before the advent of the faster and more comfortable means of communications.

In 1961, he was one of the few to successfully complete a training course given by the Group Leadership Institute. For this effort, he was presented a certificate of merit at the request of Dr. David S. Price, now a vice-president of State Univer-

sity, which was accompanied by a letter of commendation from Admiral Moore.

Because he was so affable and cooperative with anybody and at all times, Pete was one of the most popular members of the College staff. He was noted for an unyielding loyalty to his men and they had a great deal of respect for him. Upon his leaving his friends presented him with a small but sincere token of their high esteem. Thomas Miller, his assistant for sometime, is slated to take over the cleanup squad.

## Wedding Bells At MARITIME

Joseph Caligona, known to the cadets as "Little Joe the barber" was married to Miss Norma Glibbery this February. The entire regiment joins in extending the Newlyweds our best wishes and sincere hope for continuing good luck in the future.

## Professor's Opinion

In the death of Admiral Durgin many of us older Fort Schuylerites know we have lost a friend. His stewardship of the maritime College was but one of many challenging responsibilities thrust upon him in an eventful lifetime. And it was hardly the most glamorous one at that for a man who had commanded aircraft carriers and WWII invasion forces in Europe, Africa, and the South Pacific, for a man who had served as deputy CNO (air) and as commander of the First Fleet in the Pacific. Admiral Durgin had acquired a taste and a flair for doing things in the grand manner, and he brought our college much of the excitement, style, and sense of drama that had become a part of his own nature.

He was no angel. Pray, who of us is? He had strong likes and dislikes, pet peeves and prejudices. He could be capricious, unpredictable, and occasionally ruthless. Life with Admiral Durgin was never meant to be dull. He had a restless, inquiring mind and a rather aristocratic disdain for details and minutiae for the routine and commonplace. He cultivated a wide variety of interests, some of which endeared him to us who teach humanities. Although his formal education was military and technological (he earned a coveted M.A. from M.I.T. in aeronautical engineering), and though he spent most of his life in the military profession, he had more than a passing interest in such things as music, drama, and literature, interests that bespeak the civilized mind and personality. It was his love of opera, for instance,

(Continued on Page 3)

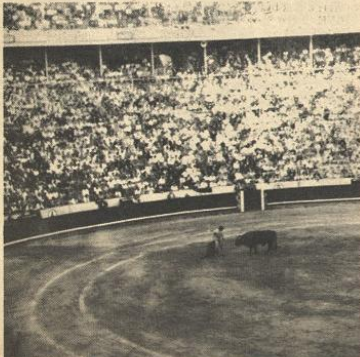
# BARCELONA '64



LAST STOP.....BEFORE "JONES BEACH"



"FROM THE SHORES OF BAR..CC..LONE TO THE PORT OF NEW YORK CITY."



MORE "PORK" SAUSAGES MA-



THE MOUNTAIN TOP MONASTERY OF MONTSERRAT

## THE RUSSIAN EFFORT

Oceanography, the new and fascinating application of several scientific disciplines to this newly rediscovered and strange realm, the seas, has attracted many individuals and governments for a spectrum of reasons as broad and far ranging as the ocean itself. There are three basic reasons for the recent intensification in Russian interest as follows: 1) the Soviet Union is determined to capture a share of the world carrying trade by building up her merchant fleet; 2) the military necessity of developing and building more advanced submarines as this has become the central Russian naval weapon; and 3) the shifting of the Soviet fishing interests to pelagic fishing activities such as Antarctic whaling.

The Oceanographic Committee of the U.S.S.R. Academy of Sciences is the principal coordinating agency in Soviet Oceanographic research. The top Soviet oceanographic center is the Institute of Oceanography directed by Dr. V.G. Kort having its three centers in Moscow. Typical of the high level of Russian scientific work it is staffed with 400 personnel, 110 of graduate or higher level. The major concern of this institute is centered around fundamental research rather than the development of practical applications as is an institute like the Arctic and Antarctic Research Institute at Leningrad. The latter aims at delivering high - quality products which are needed, research is de-emphasized. It provides ice forecasts for northern shipping lanes, and weather information from the Arctic Ocean. The Institute has 200 personnel with two 12,600 ton cargo - icebreakers, the Ob and Lena.

The Marine Branch of the Institute for Geophysical Prospecting Research is an organization working mainly in oil exploration at sea. It is located at Gelendzhik and the work done there has practical industrial ap-

plication similar to U.S. work in the Gulf of Mexico. Considerable work is also being done in the field of oceanological-electronics at the Oceanological Institute of the U.S.S.R. Academy of Sciences Sea Electronics Lab, directed by Nikolai Vershinsky. Here further practical application studies are being made television and sonar. They do admit that there is work hampered by the lack of adequate efficient underwater transportation.

In the field of Marine Biology one of the oldest institutes of the Soviet Union is the Sevastopol Biological Station. Two years ago the station marked its centenary and its recognition in the Institute of Biology of the South Seas. The Institute has a ship, the Academician Kovaleski. Under Professor Vladimir Vodnyanskiy the institute has been broadening its areas of studies since the I.G.Y.

Other Soviet centers in or related to oceanography are as follows: The Marine Hydrophysical Institute (M.G.I.) of the Ukrainian S.S.R., and the Antarctic Scientific Research Institute (A.A.N.I.I.) both specialize primarily in physical oceanography; the Soviet Hydrometeorological Service, which corresponds to the U.S. Weather Bureau in function, has a State Oceanographic Institute (G.O.I. G.M.I.) and a Far Eastern Hydrometeorological Scientific Research Institute (D.V.N.I.G. M.I.) which are chiefly interested in the interactions of the atmosphere and the seas; the All Union Scientific Research Institute of Marine Fisheries and Oceanography (V.N.I.R.O.) is supported by the fishing industry and specializes in marine biology and algology, it has branches bordering on the Indian Ocean (P.I.N.R.O.), Pacific Ocean (T.I.N.R.O.), Sea of Azov and Black Sea (Az Chern.I.R.O.). There are several schools and Universities offering instruction leading to degrees in all the main divisions of Ocean-

ography for the particularly gifted (as is the case with all education of a higher level in the Soviet Union).

The Soviet Union has about 100 ships (figure from Soviet technical journal; probably includes those fishing ships used for research), permanently engaged in oceanographic research (in addition every ship which flies the Russian flag reports regularly to institutes and stations on conditions and observations). These are operated by various civilian research organizations. The Soviet navy has a Main Hydrographical Administration with headquarters in Moscow and hydrographic administration in each fleet that operates a number of vessels, mostly small. These Navy commands are engaged chiefly in coastal and harbor hydrographic surveys, channel maintenance and keep aids to navigation in good order, rather than deep water oceanographic research.

One disappointing aspect of Russian facilities are their shore installations by far the worst of their program. The research centers are in old, run-down buildings with very few innovations in instrumentation, much of their equipment is imported or modelled after foreign equipment and their production methods which are growing are still not on par with the U.S., Britain or the Scandinavian countries (statement to this effect made by Capt. T.K. Treadwell, U.S.N., who has recently toured the Soviet oceanographic centers with five other U.S. oceanographers).

Recent Soviet Work has made valuable contributions to the store of knowledge of the seas. However it is known that quite a bit of knowledge is being discussed or disclosed to world information centers as the U.S. and other countries are doing more fully. In 1961 the Vityaz carried Soviet oceanographers, geologists, and geomorpholo-

gists who studied the topography and structure of the Pacific Ocean floor, sampled sediments and bedrock in various deeps (in translation from Russian the term deep is used. It seems to correspond to the term trench), later charted and named for the Vityaz. This particular deep was found to descend to 20,184 feet by Gletek Udinstev who later charted on the same voyage the maximum depth recorded anywhere in the world: 36,174 feet in the Marianas Deep and 35,715 feet in the Tonga Deep (done on an ocellographic recorder making echograms of the ocean floor.)

In marine biology Russians have discovered as many as 400 new species of animal life in the Pacific. Deep-dwellers have been found in the lower regions of the Marianas, Tonga and New Hebrides. These discoveries have helped to confirm the theory that there is an adequate supply of oxygen in the deeper areas of the ocean to support life. Proof that ocean water circulates vertically causing surface layers to eventually reach the depths has been the basis for protest against depositing radioactive waste materials in the seas. One of the basic propositions of marine biology is presently being challenged by the proposed scheme of "deep-sea fauna in the World Ocean" by Lev Zenkevitch and his pupils. (Lev Zenkevitch is a corresponding member of the U.S.S.R. Academy of Sciences, he is chairman of the National Committee of the U.S.S.R., and holder of several honorary positions.) This proposition propounds the ocean depths to be a "realm of homogeneity", implying that life of the ocean depths is uniform in all parts of the ocean. The Soviet Theory proposes the division of the abyssal zone into three biological regions, six sub-regions and eight zoo - geographical provinces.

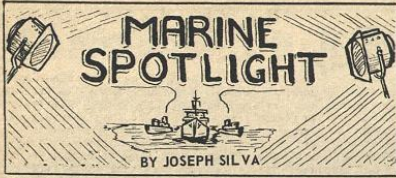
Further exploratory voyages of the Vityaz have brought out the fact that currents carry sed-

iments to central ocean areas and not just to coastal areas as previously thought. The significance of this discovery lies in the fact that this is bound to influence the agglomeration of minerals; the process of chemical iron accumulation, for example, is slowed down by excessive sedimentation explaining the scarcity of iron in such places.

Recent statistics published by Russian researchers in the field of aquaculture (sea farming) give the following amazing estimations: the actual reserves of food in the World Ocean exceed the present possible consumption millions of times; the reserves of algae in the seas of the Soviet Union are calculated at scores of millions of tons, an enormous supply of chemical raw material. Eastern peoples used fresh, boiled and dried or ground algae in their food, besides extracting mannite.

Most interesting is the recent discovery of an unusual group of animals named pogonophora by the Russian, Professor Artemi Ivanov of the Leningrad University. These unusual worm like animals form a new link in the evolutionary cycle. These inhabitants of the greater depths of the cold water regions have been divided into two orders, five families and about twenty genera by the Russian scientist. An interesting feature of these creatures is their lack of mouths, they absorb food by filtration through their tentacles. The Russians have felt this discovery to be the most important event in zoology in fifty years and have accordingly awarded Ivanov a Lenin Prize.

In 1961 oceanographers made further discoveries relating to deep flowing counter-currents. Scientists on the research ship Mikhail Lomonosov (one of the most modern and well equipped oceanographic vessels in the world) discovered two huge underwater currents flowing in the opposite direction to the surface currents above them.



BY JOSEPH SILVA

The Cunard Steam-Ship Company Ltd. have signed with John Brown & Company (Clydebank) Ltd. for the building of their express transatlantic passenger liner. She will have Pamelatra steam turbines, built by John Brown and will have a single funnel. She will be the largest passenger ship to be built in Britain since the QUEEN ELIZABETH, also built by John Brown, although she will be smaller than her famous predecessor.

Delivery for this superliner is expected sometime in May, 1968, and the keel will be laid during July of this year. Her pre-launching name is the "736". The "736" will have a length overall of 960' and a beam of 104'. Her draft will be close to 31'. The "736" will be a twin-screw ship with a passenger capacity of 2,000 in three classes, a crew of about 1,000 members and a service speed of 28.5 knots. The cost of her contract is said to be worth \$5 million dollars.

To the Cunard Line, she will be a very important addition to their fleet. It will confirm their intention to stay in the forefront of the North Atlantic trade which is the most important and competitive route existing. It will also confirm their beliefs that if a new passenger liner is to pay her way she must be versatile and flexible in her operation.

At the peak of her building period, the number of men expected to be employed will reach the 5,000 mark including subcontractors. The dimensions of the "736" will allow her to transit the Panama Canal. Her versatility will allow her to be used on winter cruises as well as her regular Transatlantic voyages.

The "736" will have complete air-conditioning, stabilizers, restaurants, lido decks, swimming pools, sport decks and deck buffets for use when cruising, and special launches to take passengers ashore. There will also be extensive engineering automation and light alloys will be used in place of steel for the superstructure. Her hull will be the most expensive hull built by any British shipyard.

One final word is that the "736" will be a match for any foreseeable competitor on the North Atlantic.

Speaking of new ships, the MORMACARGO, the first of six fast cargo liners to be delivered to Moore-McCormack Lines in the new Constellation Class, has completed her maiden voyage. The MORMACARGO is the first American merchant vessel to

have central control of her machinery by the use of electronics. On her maiden voyage she averaged 26.27 knots with a crew of a minimum 32 persons.

The American cargo ship Alcoa Voyager of the Alcoa Steamship Co. has been honored in New York for a rescue feat performed last May off Charleston, S.C. The Ship Safety Achievement Citation of Merit, jointly awarded by the American Merchant Marine Institute and the Marine Section, National Safety Council, was presented at a special ceremony by Capt. J. O. Thompson, USCG, Chief Merchant Marine Safety Division, Third Coast Guard District, to Capt. Trygve E. Haagenstret, to Capt. Trygve E. Haagenstret, the ship's master.

At 2 P.M., May 6, 1964, the Alcoa Voyager was southbound off Charleston in high seas when an alert bridge lookout sighted a flare on the horizon ahead. Changing course, they found the battered and dismasted ocean racing yacht Doubleton with four men on board. The bulk rode so low in the heavy sea that one ship had passed without seeing her. The yachtsmen later reported that their craft had done two complete rollovers at the height of the storm.

Although the Alcoa Voyager was in ballast and hence hard to maneuver in the strong northeast wind, Capt. Haagenstret jockeyed her into position to windward of the derelict and got a heaving line aboard. Unable to transfer the crew of the yacht because of sharks, the weather, and the deep rolling of both vessels, he determined to take the Doubleton in tow to avoid losing sight of her in darkness, which was now falling. All night, at low speed, the tow continued, while stern lookouts on the freighter maintained a searchlight watch.

At 7 A.M., May 7, a Coast Guard cutter arrived to take over the tow. Not only were her crew saved, but the Doubleton herself was salvaged and has since returned to racing.

Present at the citation ceremonies were G. C. Halstead, President, Alcoa Steamship Co.; Ralph E. Casey, President, American Merchant Marine Institute; Capt. G. E. Buxton, General Chairman, Marine Section, National Safety Council; and Capt. J. F. Devlin, Chairman, Ship Safety Achievement Awards Committee. In making the presentation, Capt. Thompson said that, although the ship's personnel were modestly disposed to treat the rescue operation as all in the day's work, the Alcoa Voyager's action was "a feat of safety and seamanship in the highest tradition of American seafaring."

### Officer Cited

Lt. Cmdr. William D. Derr, who is taking Mr. Hart's course in Admiralty Law, was recently awarded the Coast Guard Commendation Medal for "meritorious achievement in rendering assistance to the tanker Daniel Pierce."

On 14 July 1964, the Daniel Pierce was taking on a cargo of 98 per cent sulphuric acid in Guánica Harbor, Puerto Rico. During the loading operations, somehow the acid had become contaminated by salt water, and the combination was destroying the ship's shell plating.

Not only was the vessel sinking at dockside, but the chemical reactions taking place within the acid were producing large amounts of hydrogen, one of the most explosive gases known. Arriving at the mishap, Lt. Cmdr. Derr, who was commanding officer of the cutter Aurora, proceeded to direct the evacuation of Guánica Playa's 2,000 residents, and ordered the ship's plants secured and the crew evacuated.

He later voluntarily boarded the distressed tanker to open the cargo vent covers in order to release the gas and to search for any crewmen who might have been trapped below decks.

### RUSSIAN EFFORT

(Continued from Page 5)

in the Atlantic. One crosses the ocean from East to West at a speed of four knots per second under the South Equatorial Current at depths as great as 3,200 feet and the other flows counter to the Brazil current at similar depths at fourteen feet per second. The latter was named in memory of Zubov, a prominent Soviet oceanographer who had recently died. In the field of ice detection and warning the Soviet's have also been carrying on advanced work as a part of their total extensive investigation of the Arctic and Antarctic Oceans.

Professor Zenkevitch has been recently reported as saying that Soviet oceanographers should concentrate their efforts on two main problems in the next few years. The first problem is the study of the waters of the World Ocean and the Physical process occurring in it. Next the study of the structure of the ocean and its organic resources should be studied. Also the interaction between the ocean and the atmosphere. The remaining problems are the geological structure of the ocean bed, structure of the earth's crust beneath the ocean bed, interaction between the ocean and the atmosphere, history of the World Ocean, the ocean's mineral resources, the ocean's power resources and the transformation of the nature of the World Ocean.

One of the problems of the Russians which is quite apparent is the lack of unity and standard centralized information centers. In addition, the extreme emphasis on practical applications is giving fine output for the present, but increased emphasis on research and theoretical work will be necessary to maintain a high and increasing level of productivity.

It is quite apparent from the very basic nature of the study of the seas that international cooperation is a must. A competitive spirit between the U.S., S.R. and the U.S. and other countries involved is helpful in sparking progress and accelerated work programs but the most complete and effective fulfillment of these programs can be reached only through cooperation, trust and mutual work. The expenses alone are prohibitive for one country to undertake alone, and furthermore the pooling of brainpower is invaluable. It is in the necessity for mutual work and trust in oceanography and similar scientific fields where lies one of our greatest supporters of peace and understanding. Let each man do all he is capable of to advance the World Fund of Knowledge of this vast and wondrous Inner Space.

# Marine News

BY JOHN MANGELS

While thumbing through a local suburban newspaper, I happened to stumble upon an article which in my mind is pertinent to anyone connected in anyway to the maritime industry. While it was in content quite lengthy, I attempted to extract those points most worthy of mention; meaning those most relevant to the situation confronting us at the present time. The subject to be discussed concerns that of foreign shipping and its attempt to "pull the plug" on an already sick United States maritime industry.

It is my hope that by presenting certain of these "ills" and their immediate causes, we may in the future better understand their origins and eventually lead to some degree of remedy.

The facts are in accordance with records of Congress, the Maritime Administration, the Federal Maritime Commission and noted shipping leaders. Due to the lapse of two months from the printing of the original report there may now be a slight variation in the figures presented. However the overall picture remains unaltered.

A report of the House Anti-TRUST Subcommittee listed several abuses permeating present American trade routes. Among those presented were competition-stifling agreements, anti-American rate discrimination and "predatory practices".

Atop all this is the high cost of American ships and labor. U.S. firms have registered 409 ships, including 264 tankers, under the flags of Panama, Honduras, and Liberia.

By Maritime Administration figures, the U.S. merchant fleet consists of 913 active ships, down from 930 last year, and 1,415 in 1953. By way of comparison, the Soviet Union has a merchant fleet of 1,450 ships.

If military cargoes are excluded, only 8.9 per cent of the nation's more than 300 million tons of exports-imports, worth \$40 billion, are carried in U.S. bottoms each year. Ten years ago the figure was close to 43%.

Even if military cargoes are included, the percentage of total American trade carried in U.S. vessels is only 9.2. The relative seriousness of this situation can be understood when we look at some other countries' carrying status. For example, British ships carry 53% of the nation's trade. French ships carry 62% of France's foreign trade. There is indeed quite a difference, as the percentage values clearly indicate.

In the nation's nine major shipyards, only 46 ships totaling 552,490 gross tons, are on order under construction. Japanese vessels have orders for 119 ships totaling 1,639,000 gross tons.

A ship that costs \$10 million to build in an American shipyard costs \$5 million in a Japanese yard.

It costs a U.S. ship operator nearly \$50,000 a month to operate a bulk carrier on the high seas - about twice what it costs to operate a similar ship under a foreign flag.

By calculations of the AFL-CIO Marine Trades Department there are 9,000 U.S. seamen, but the unemployment rate is 30 per cent. The national employment average is approximately 5.3 per cent.

Finally, the Joint Congressional economic Committee has come up with figures which indicate, at the very least, that the foreign lines which dominate the U.S. trade routes, are squeezing U.S. exporters for every nickel they can get.

One example: the rate on shipment of steel pipe from Rotterdam to New York is \$18.75. The rate from New York to Rotterdam is 56.75. This astounding difference helps explain complaints from U.S. manufacturers that foreign competitors are able to dump their goods on the United States at prices below those of the domestic market.

There is still more to the pic-

ture: Of the total of 913 U.S. ships, 288 are in domestic service. On the high seas are 615 U.S. ships of which 319, owned by 15 lines, are subsidized; that is, the government pays the difference between what it costs the line to operate them and what it costs to operate for foreign vessels plying the same routes. This subsidy is presently \$200 million a year.

There are 296 ships, known generally as tramps, engaged in foreign trade which receive no subsidy. Nearly every one of these ships was delivered between 1943 and 1945. By 1966 nearly all of these slow 15-16 knot tramps will have reached the theoretical end of their useful economic life.

The startling point to make concerning the existence of the tramps is that at present there are no plans to replace them. Thus, as the tramps disappear, even more of the nation's trade will have to travel in foreign bottoms.

There are also several interesting facts related to anti-American rate discrimination: The anti-American shipping rates and the registry of U.S. owned ships under foreign flags contribute to the U.S. deficit in balance of payments, now running about 2.7 billion dollars a year.

Ironically enough, federal agencies contribute to that deficit. Amazingly, however, it seems as though we are working against ourselves. Note carefully the following statistics: In shipping 868 million pounds of nonfat dry milk over the past 14 years for use in Japan's school lunch program, the Commodity Credit Corporation of the Agriculture Department has not shipped one pound in a U.S. vessel.

On the wheat deal with the Soviet Union, involving 1,750,000 tons of U.S. wheat (subsidized by the taxpayers at 58 cents a bushel) only 43 per cent traveled in U.S. ships.

It has been said, that trying to diagnose the ills of the Maritime industry is something akin to opening a can of worms and trying to identify the head worm. There are a few more points which I feel I should mention, for they do hold a prominent position concerning the problem at hand.

In American shipyards the basic wage is \$3 per hour, compared to \$1.69 in Sweden (highest in Europe), and 73 cents in Japan, the lowest anywhere.

In U.S. shipyards union rules prohibit the exchange of skills. In Sweden if a welder completes his work, he can work at another skill, say that of a steammer. In this country the welder would be laid off.

Some persons in the Maritime Administration believe that the costs could be cut 30 per cent or more if ship designs could be standardized, if Congress could be persuaded to build so many ships per year, and skill exchange rules could be negotiated with the unions.

As for operating costs, an American able-bodied seaman earns a base pay in the Atlantic of \$369 a month. With overtime, he can earn about \$10,000 a year. This is four times the wages of a foreign seaman. The U.S. seaman works a 40 hour week, the European seaman a 44 hour week. A standard answer seems to be more subsidies. The problem, however, is so complex that one hardly knows where to begin even attempting a solution.

## Excuse Us

Russ Johnson, the new Porthole Photographer, had been interested in photography since he entered the Maritime College. He lives in Ridgewood, Queens, and went to Grover Cleveland High School. Russ is a member of the Photography and Public Relations Club and the Propeller Club.

The Porthole Staff  
Wishes  
The Regiment,  
The Faculty  
And  
Their Families  
A VERY HAPPY EASTER

## Baseball Forecast

By Bob Fogarty

This year's varsity baseball team contains all but four of last year's ball club. Unfortunately, the positions vacated are quite vital to any successful team, those being the catcher, shortstop, second baseman, and the team's most effective hurler. Coach Reinhart has been juggling the new men around to find the most productive combination. In its first game on March 27, the team suffered a rather undistinguished setback at the hands of Hunter College. Not much can be said about 15-1 score except that the team was obviously not prepared to cope with the game because of so little practice. The weather has been very poor, and the new diamond on Newport Field has not drained very efficiently. The team had only two batting practices prior to the opener.



The two oldest men on the varsity baseball team—Coach Reinhart and Brian Skeels.

The lone run was scored by Mario Fristachi who had been hit by a pitched ball. Tom Crawford, Earl Stuart, Hank Scully, and Tom Montayna got Maritime's four hits. Kevin Brandt was the starting pitcher, and he was followed by Hank Scully and George Saeco.

It appears that Kevin Brandt and John Uzdevenes will comprise the starting pitchers with "House" Countryman and George Saeco handling the relief pitching. Kevin Brandt possesses a deceptive motion to give the appearance of being "sneaky fast". John Uzdevenes easily has the best "stuff" on the team. He is very fast, with a good curve and knuckler. However, John, who

played semi-pro baseball in Spain, cannot pitch in cold weather and has recently been ailing with a sore arm.

The infield looks set with Paul Bligh at first, Tom Montayna at third, and Tom Crawford and Paul Mason comprising the double-play combination, which appears to be the defensive strongpoint of the team. Both Crawford and Montayna should supply much needed punch to the lineup.

Earl Stuart and Rog Danesi will handle the catching chores. Look for "Cuddles" to hit for a high average.

The outfield will give the team its only distinguished power hitter and team captain in the person of Brian Skeels. Brian will be flanked by Joe Bishop and Hank Scully. Hank looks like the best of the fourth classmen, and

he carries a big bat. Joe Bishop is a good defensive outfielder, with a strong arm.

Looking at the overall picture, the team should play at least .500 ball with a healthy John Uzdevenes. However, if he continues to have trouble, the team is going to be very thin in the pitching department. The infield could be very good with the switch of Tom Crawford from third to short. Tom Montayna has returned to more familiar grounds, and Paul Bligh possesses excellent hands at first base. Paul Mason should complement Tom Crawford around second base. The outfield could be the weak point defensively, with no exceptional speed there.

## Lacrosse Team

By Bob Fogarty and John Dina

One of the more recently founded varsity teams is the lacrosse team. The team began functioning just two years ago and received varsity status as of last year. The team is coached by Professor Millington of our faculty staff. He has done an excellent job in getting the team into shape by his laborious practice sessions on Newport Field and the team's running practices to and from German Stadium.

On Saturday, April 3rd, the Schuylermen opened against the Suffolk County Lacrosse Club which is in reality a "semi-pro" type of organization, most of whose members have recently graduated from college. The game proved to be very exciting and extremely hard fought contest which was won by Suffolk by the high score of 13-11. Maritime drew first blood, as co-captain Bob Bauerfiend scored, "Yogi" Behr and John Hagedorn played very well in leading the attack. Unfortunately, the team suffered the astronomical total of twenty penalties and quite often had to play without the services of one of their men who was forced to sit out the penalty.

The score at half-time was tied, 5-5. The second half saw many tie scores in the furiously fought battle. Finally, with two minutes remaining and the score tied at 11-11, Suffolk scored and then froze the ball until the final twenty seconds when they scored once again.

The team is very optimistic and it looks as if it will be the most successful varsity team at

the Maritime College. The defensive unit, comprised of John Dina, Ernie Mott, and co-captain Willie Erb. The hard-running midfielders are "sparks" Holster, Terri Thompson, Bill Wilson, and Bob Schaffran, Richie May did an outstanding job at goalie.

This Saturday, April 11th, the team travels to Philadelphia in an effort to conquer Villanova. Last year, Maritime defeated Villanova, 8-4. The team is also looking forward to a tentative game against Kings Point, whom they expect to beat handily.

## Fencing Team Victorious

By Dennis Schroder

The Maritime College Fencing Team finished victorious this year with 5-2 record. They fenced their way to wins over Pace, Fordham, Yeshiva, Cooper Union, and St. Peters. They suffered their only losses to the hands of Brooklyn Poly and St. Johns, where two of the starters were unable to fence. This victorious effort was the result of hard work and much practice. Veterans Gene McAvoy, Joe Gustafson, Casey Wodka, Dennis Schroder, and Bob Schmitt sparked the team on, despite the loss of Pete Mercier in the Epee Dept. Under the excellent training of coach Bela Csajogh, Captain Schmitt is looking forward to an even better season next year.

## Alumni Association Honors Company P-8

By Bob Flint

Recent weeks have certainly found the P.R.'s of Maritime deeply entangled in a schedule which has kept all members busy for many weekends in succession. High on the list of recent functions was the attendance of a contingent of company members at the annual Old Guard Ball, held this year at the Hotel Commodore in New York. The group acted as a representative of the college but plans are already under way for next year at which time P-8 is planning to present a trick drill demonstration during the evening of ceremonies.

The most recent activity the P.R.'s were engaged in was the annual Pratt Invitational Drill Meet. Of the twenty-one competing teams at the meet, Maritime finished third in Trick Drill, fourth in IDR and took home the third place Overall trophy. Cadet Matt Gaskin 3/c and Pete Holst 3/c made it into the top ten in the individual competition before being eliminated.

The weekend finds the company in Ithaca, N.Y., on the sprawling campus of Cornell University. It will be a three day trip and the trophies to be awarded are well worth the trip. After the Easter leave period the P.R.'s will be right back in action again with participation in a drill meet at the World's Fair on Sunday the 25th of April. Still later in the spring will see the company performing at the Maritime Day ceremonies to be held this year at the World's Fair as well as a full schedule of demonstrations on the upcoming cruise.

At this time we would like to express our appreciation to the Alumni Association for their gesture of presenting the company with a plaque to take the place of the first place trophy which the P.R.'s won at the Pledge Drill Meet last December. The first place award was turned over to the second place team since our team was both the winners and the host team. The plaque is to take the place of the trophy. Our appreciation is also extended to the Boston Chapter of the Alumni who made all our arrangements and handled the details of our recent trip to that city.



BOB BAURENFEND, Coach Millington, and Lou Erb in Practice Pose.

## Alumni Association NEW YORK STATE MARITIME COLLEGE COLLEGE CLUB-SECOND FLOOR

Bronx 65, New York  
TA 4-4530 1300-1500 Weekdays

## By The Lee

By John F. Luard

In accordance with Commodore Bruce Zimmerman's plans, the Sailing Squadron has been divided into two distinct groups. The schooner crew is now quite separate from the sloop and dinghy sailors. With the addition of the "Commodore" to our fleet, greater efficiency was needed. Under the new system it is hoped that all men will have a specific job to do.

Recently, Chris-Craft Corporation bought the mold for Shields sloops. They have lowered the price in hopes of selling more boats, and already a number have been bought by members of the Larchmont Yacht Club. With these boats in the area, along with Kings Points five, and our own, Shields racing will be very interesting this season. The skippers of our boats are: "Rebel" - Bruce Zimmerman 1/c, "Barbara" - Rich Cook 1/c, "Virginia" - Dick Evans 1/c and Pete Bului 3/c, "Patience" - Dave Chamberlain 2/c, "Dainty" - Jimmy Warren 3/c and Bob Goldman 3/c.

After many days of hard work the Commodore's crew may soon be ready to start training. Jay Bolton 3/c, the skipper this year has many overnight races in Long Island waters in mind. Plans are being made to compete in the Stanford-Vineyard race after the cruise. This is the second longest race on the east coast. Their greatest desire however, is to compete in the Bermuda Cup Race in the afternoons, the schooner crew goes to Minneford's boat yard to work on their boat.

The highlight of the season will be the Inter-Academy yawl meet at Annapolis in May. The Naval Academy, the Coast Guard Academy, Kings Point, and Maritime will each be given two of Navy's 44 foot yawls for the weekend. Our team will comprise men from the Commodore plus the best men from the Shields boats. A gain this year the team will undergo callisthenics as part of the training for this meet. The schooner boys' training on a great deal should help us a great deal.

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## The Bitter End Singers



The Bitter End Singers and comedian Fred Smoot will appear at the Maritime College on Friday, April 30 at 2030, with a mixer to follow.

The Bitter End Singers are more than just a singing group. They provide entertainment which brings the spirit and vitality out of the people for whom they perform. This, along with Fred Smoot, will provide a very enjoyable evening. After their performance the Bricks will play, so cadets may dance with the girls who have been invited from various girls colleges, in the New York area.

**ADM. DURGIN**

(Cont. from Page 1, Col. 1.)

stitute of Technology, where he received a masters degree in aeronautical engineering.

For the next three years, Admiral Durgin served with the battle fleet aircraft squadrons aboard the carriers U.S.S. Langley, U.S.S. New Mexico and U.S.S. West Virginia, acting successively as observation wing commander, observation squadron commanding officer and staff aide to the battleship divisions commander. An important assignment came to him in 1929 as fleet aviation officer on the staff of the Commander-in-Chief of the United States Fleet on the flagship U.S.S. Texas. The following year he went to the Office of Chief of Naval Operations, where he served in the ship movement section.

During the 1930's he received positions of increasing responsibility. In 1935 he became executive officer of the Naval Air Station in Norfolk, Virginia. He served aboard the carrier U.S.S. Yorktown from when she was commissioned until May 1938.

In 1930, he became the commanding officer of the flagship U.S.S. Wright and later that year, he commanded the Utility Wing of the Pacific Wing, where he served until June 1940 when he became director of the flight division of the Bureau of Aeronautics.

Shortly after the United States entered World War Two, Admiral Durgin received command of the aircraft carrier U.S.S. Ranger, operating with the Atlantic Fleet. For his skillful employment of the carrier in the assault on French Morocco in November 1942, he received a Letter of Commendation with Ribbon and combat distinguishing device, V, from the Commander-in-Chief of the fleet. His promotion from the rank of Captain to Rear Admiral followed in February, 1943.

In March 1943, Admiral Durgin took command of Fleet Air, Quonset Point, Rhode Island, which he held until 1944. He was cited for his outstanding service and was awarded the Legion of Merit. His citation stated "he was directly responsible for the highly successful organization, administration and training of aircraft carriers...

in cooperation with Commander Fleet Operational Training Command, Atlantic Fleet."

Presenting the Army - Navy production to Carl L. Norden, Inc. in 1943, he stated, "Let us add star upon star to our E pennant until it becomes a star-spangled banner of awards," and a few days later at the commissioning exercises of the air station in Atlantic City, he said, "that in servicing fleet battle units, the station would bring this war to a successful one more quickly."

He provided air support for the invasion of southern France in August, 1944 as the commander of a task group of United States and British carriers and lighter units. A citation described him as "determined and aggressive in the fulfillment -- of a vital assignment... contributing materially to the early establishment of the beachhead and the rapid advance of the occupying forces. A few months later, he was assigned command of the escort carrier group of the Pacific Fleet, skillfully covering the landing in Lingayen Gulf at Mindoro and Luzon in the Philippines the operations against Japanese-held Iwo Jima, Okinawa and other islands.

Immediately following the Japanese surrender, Admiral Durgin aided in the evacuation of prisoners of war and headed a mission which investigated the effects of the war on the islands of Truk. In 1946 he took command for two years of the Navy Air Bases in San Diego and San Francisco. In 1949 he was appointed Deputy Chief of Naval Operations, the top aviation post in the Navy. With the approval of President Truman, in 1949, Rear Admiral Durgin was promoted to the rank of Vice Admiral and in March 1950, the president nominated him for command of the First Fleet in the Pacific.

Later that month, as head of the Pacific First Fleet Task Force, Admiral Durgin left Pearl Harbor with 20 ships for southeast Asia. One year later he returned to Washington to head the board on inspection and survey in the Office of Chief of Naval Operations. He held this position until his retirement from the Navy in 1951.

Admiral Durgin assumed the presidency of the Maritime College on September 1, 1951, succeeding Vice Admiral Herbert Leary. On July 1, 1954 he received a scroll from the New York County Post of the American Legion for "outstanding achievement in youth education." It was mainly through Admiral Durgin's efforts that the Maritime College Chapel was constructed. He and Mrs. Durgin retired from the college presidency in 1959 to a farm in Douge, Virginia.

**Admiral Durgin Reposes At Arlington**

The sun shone brightly and the wind was but a cool whisper at the Arlington National Cemetery on Tuesday, 30 March. There was a freshness in the air which hinted of spring, and the green splashes of the emerging turf lent the color to the atmosphere. If Admiral Calvin Thornton Durgin had been consulted about it, he could not have ordered a more perfect day for his solemn last rites.

The endless rows of white markers made a continuous pattern of long green stripes up and down the gently rolling sides of the slopes and lost all their identity in a distant and monotonous blur. Then the road wound its way to the chapel, and the crowded parking lot brought back the stark reality.

Soon after ten thirty, the chapel was not half full, but just before the eleven o'clock time for the service, the Admiral's many friends and associates had filled it completely. At eleven the members of the family were ushered in and took their seats near the front. They were immediately followed by the flag-draped casket bearing the Admiral's remains and escorted by a host of distinguished pallbearers. A detachment of Navy men guided the carriage along the aisle.

After the brief service, the caravan of mourners began its exit to the organ strains of Eternal Father, probably the Admiral's favorite hymn. It wound its way to the graveside where, to the sound of the chaplain's reading and prayer, and thunderous volleys of the guns, the Admiral's coffin was readied to go down to its final resting place. Then to the accompaniment of the bugler's Taps, it was gently lowered into the grave.

He is in good company. Many familiar and famous names decorate the stones around there. Among them are included those of Devens and Lejeune, to name but two. And now there is Durgin. Somehow or other, the countless number of markers shed their monotony on the way out.

**PROFESSOR'S OPINION**

(Continued from Page 4)

that brought him from his home in Virginia to the Metropolitan in New York where he died of a heart attack. He had come to hear the much discussed performance of Maria Callas in Tosca. I suspect he was particularly fond of music and drama because these arts, at their best, convey an immediacy and totality of experience so congenial to one of his temperament and sensibilities.

I have many warm personal memories of Admiral Durgin. Knowing my interest in theatre and languages, he frequently stopped me to inquire if I'd seen this or that play and asked for my opinion. When I once mentioned to him in the early 1950's that I had a listening room equipped with playbacks and recordings (this was before the present age of electronic laboratories), Adm. asked me how much we'd need to get started. I gave him an estimate. In a few days he called to say that a friend of his was donating \$1000 with which to buy the equipment and supplies we'd recommended. (I am happy to say that the current college budget provides far in excess of that amount for a new, up-to-date language "lab.") Admiral Durgin also insisted on providing a language room on the train-in ship and honored me with an appointment as Humanities Instructor aboard during the 1956-57 training cruises.

One remembers especially that the human equation was ever present in his make-up. He called us all by our first names and entertained the staff informally at his home on a rotating basis, irrespective of academic rank. Since his retirement I have had friendly notes from him and Mrs. Durgin each holiday season and only regret that I was never able to accept the standing invitation to visit them at their Virginia home, Calmert, in King George County.

Robert A. Durgin  
Asst. Prof. of Mod. Languages  
April 6, 1965

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**ADM. DURGIN**

(Cont. from Page 1, Col. 5)

this worthy cause, but nobody can deny him the greater share of credit and glory for this achievement.

We therefore consider it timely, fitting, and proper to suggest that the Meditation Room be renamed in honor of its prime booster and most loyal adherent. We further suggest that the month of March be traditionally observed as chapel month on the campus and that any needed funds for the upkeep of the Durgin Memorial be solicited at that time.

Perhaps some of us may think that his name is not the proper one here, or that it should be reserved for bigger hall or a multistoried building. We feel that he dedicated a lot of thought, a spirit, and personal regard for this little segment of the Fort -- all for the spiritual well-being and accommodation of the students. We also feel that he would prefer to lend his name to this secluded corner of the campus.

If Durgin Chapel is not appropriate in view of state policy or restrictions, then we suggest that our Meditation Room become known as the Durgin Memorial. We would call this to the attention of the proper officials for action at their earliest possible convenience.

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