

PORTHOLE

Volume XVII Number 8

8 MAY 1965

Welcome Aboard Reisenberg Hall Dedicated

A hearty word of greeting is hereby extended to the Maritime Alumni on the occasion of their Home-Coming. Doubtless, you'll discover that many new additions have been made to the college grounds. It is hoped that the sight of Fort Schuyler will bring back fond memories of your days as cadets.

Alumni Weekend Schedule

The Home-Coming Weekend sponsored by the Alumni Association will begin on Friday, 7 May, with the Annual Stag Dinner at the Downtown Athletic Club. The doors and bottles open at six for a social hour preceding the dinner at seven o'clock with a choice of meat or fish. After the appetites are somewhat appeased, there will be the usual round of speech-making highlighted by the principal address to be delivered by the evening's guest of honor, Captain Alfred F. Olivet.

On Saturday morning, the weekend continues with a program of events at the old battle-grounds in and around the Fort. Registration begins at 1000 in the old Armory which is adjacent to the parking field.

At 11:30 the Cadet Regiment parades at Newport Field followed by a trick drill exhibition by the Pershing Rifles. At 1200 the formal dedication of Reisenberg Hall will take place. Lunch follows in the dining hall in the dormitory complex known as VanderClute Hall. After lunch there will be a lacrosse game with Nichols College, or the tours of the campus and the training ship to keep the graduates occupied. The College Club will be open for those wanting to enjoy the view of the river from a more restful position.

On Sunday, arrangements have been made to allow a visit to the S.S. INDEPENDENCE by any graduate, his family and/or friends. The visiting period begins at 1000. The ship will be located at Pier 84, North River.

The new gymnasium, otherwise known as the Health and Physical Education Building, will be formally dedicated at 1200 High Noon, Saturday, May 8, and will thereafter be officially known as Felix Reisenberg Hall.

Commodore John S. Baylis, U.S.C.G. (ret), from the St. Mary's class of 1903, will be the principal speaker at the ceremonies to be held at the new building.

Before the dedication the Cadet Regiment will parade on Newport Field at 1130, and the Pershing Rifles trick drill team will perform for the many visiting alumni and other special guests.

After the invocation by the Reverend William G. Kalaidjian, pastor of the Bedford Park Congregational Church and Protestant Chaplain for the New York City Police Department, Admiral H. C. Moore, president of the college, will take the opportunity to present some preliminary comments and remarks before introducing the main speaker. Following the address, the Cadet Band will render the National Anthem and the Rt. Reverend John Halpin from St. Francis de Chantal Church will terminate the

ceremonies with the benediction. Upon his graduation in 1897 from St. Mary's, Commander Reisenberg became an officer in the Mercant Marine, in the Coast and Geodetic Survey, and a navigator in the Naval Reserve. He earned a civil engineering degree from Columbia and held several positions in the city administration and was a civil engineer for New York State.

He was born in Milwaukee in 1879 and came from a long line of seafaring men including an Admiral Von der Horst in the Netherlands Navy. His greatest seagoing endeavor was as a member of the Wellman Polar Expedition in 1906-1907, for which he was the commander of the bark FRITHJOF. Soon after, he was aboard the dirigible AMERICA in the first attempt to reach the North Pole via air.

Commander Reisenberg in his life time, showed a great interest in a literary career and he was the author of professional, historical, and fictional subject matters. His best known work was Under Sail, a book that was based on his first years at sea which came out in 1915. In 1922, he published Standard Seamanship

for the Merchant Marine. He was twice superintendent of the then New York Nautical School in 1917-1919 and 1923-1924. He died in Lawrence, New York, in 1939.

An Oil portrait of the Commander hangs at the entrance to the gymnasium. This painting includes objects representing the different phases and highlights of his illustrious career. The principal speaker, Commodore John S. Baylis, graduated from the ST. MARY'S in 1903. Later on he served as an instructor on the schoolship and as the superintendent from 1919 to 1923. During these years, the school was transferred to the jurisdiction of the Board of Education of the State of New York. His Coast guard career began in 1907 and he retired in 1946 after 39 years of service. During this time, he was superintendent of the Coast Guard Academy at New London, Commander of the New York District, and Captain of the Port of New York at the time this unit was very instrumental in capturing the German saboteurs on Long Island, in 1945-1946 while commanding the Manhattan Beach Training Station, he was promoted to the rank of Commodore.

MARITIME DAY

Every year since 1933 the President of the United States has proclaimed National Maritime Day in recognition of the vital contribution of the American Merchant Marine to the nation's economy and to its defense. This year the World's Fair Corporation is observing this important event by proclaiming "National Maritime Day" at the World's Fair.

Ceremonies for National Maritime Day, which is on Friday, May 21 will be highlighted by the presence of contingents from U.S. Merchant Marine Academy, State University of New York Maritime College, Texas, Massachusetts, and Maine Maritime Academies. All the armed services will be represented including color guards from the Army, Navy, Marine Corps, and Coast Guard. There will also be a group of boys representing the New York City Schoolship John W. Brown.

This Maritime College will contribute to the festivities an exhibition by our highly skilled Trick Drill Team and the presence of our dedicated Marching Band. Similar units will represent the other participating institutions.

Ralph E. Casey, President, American Merchant Marine In-

stitute, announced recently that Herbert C. Bonner, Chairman of the House Merchant Marine and Fisheries Committee, will be the principal speaker at the ceremonies. Mr. Casey released no further information concerning Mr. Bonner's presentation.

Thousands of Fair visitors from all parts of the nation and overseas are expected to attend the ceremonies scheduled to begin shortly after 2 P.M. at the spacious U.S. Pavillion. Prior to the commencement of the ceremonies, there will be a parade through the Fair consisting of all the previously mentioned units to the U.S. Pavillion. It is at this point that the honored guests will speak.

Among guests invited to review the parade and drill teams, and take part in the ceremonies, are representatives of federal, state, and city governments, maritime industry officials and ranking officers of the armed services. Mr. Casey will give a brief talk and serve as master of ceremonies. Ambassador Norman K. Winston, chief U.S. representative at the Fair, will welcome the guests and audience. The Maritime Day observance is a feature of the World Trade Week, proclaimed annually by the President, this year May 17 thru 22.

The Gray Whale, with the "Gold Finger", slipped out of its winter wallow and into drydock for its bi-annual overhaul on the 15th of April. Many cadets watched as the ship pulled away from the pier at about 0735 that morning. Many expressed a feeling of great satisfaction of watching from the pier instead of from the rail.

A large number of the cadets who stood watching that morning were rejected volunteers. It's a credit to the cadet regiment that when a volunteer crew was called for, the turn-out was so great that the majority had to be turned away.

On Wednesday morning the chains had already been taken off and replaced by lines. The crew reported aboard at 0600 and set to work taking off the wire springs. At departure time the lines were cast off from the pier and hauled aboard. With the aid of a McAlister tug pushing in the stern out a very smooth departure was made. The ship went out stern first and then swung around and headed towards the dry-dock. Once underway the tug came along side to help guide the ship through the narrow East River. The route followed the East River down to and around the Battery and up to the Bethlehem

TSES in Drydock

By Frank J. Flyntz

Steel Shipyards at Hoboken. As the school-ship John Brown was passed, the two ships exchanged a salute by dipping their colors. Most of the cadets aboard enjoyed their sightseeing tour around Manhattan Island.

In the engine room things were quite different. The engineers started their watches the night before departure. The chief ordered both boilers up to pressure by 0600. All equipment had to be started up and checked out after the winter shutdown. By

morning everything was ready. Both boilers were on the line, and the turbines were being warmed up for the 0735 departure.

At about 0740 panic struck the engine room. The d.e. heater was not getting its required supply of water. The Engineering Department was on hand to remedy the situation within a few minutes. By the time the White-stone Bridge was overhead, everything was under control and

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Cadets Speak Out

QUESTION: After one year at MARITIME what are your impressions - good and bad.

ANS:
My anticipations of life at the Maritime College as compared with realization of life at the College leave me very dissatisfied at the close of my first year. I find that the profits which should be gained through attendance at a military institution are next to non-existent. The total lack of pride and interest is disappointing to say the least. There is room for improvement in every class. I hope to see it.
F.M. Altman 4/C

ANS:
One year later I look back on everything that has happened since September 1964. My first thoughts go back to I.D.O. and all that I can remember about it is that it was a necessary evil that I lived through. Of course I don't know if I'll ever get to used to the bugle in the morning and the meals but the demerits are coming easier. I suppose everyone lives through their mug year and with a few months to go, I've made up my mind to make it through.
Larry Virtue 4/c



With the new MIA P program being put into effect, a controversy has arisen with more cadets against it than for it. Many feel that there is no logical reason for demerits to be worked off a month after the offense has been committed. This problem has become urgent at present because the demerits awarded in May will have to be worked off during the pre-cruise week or during the cruise itself. Needless to say the consequences of this are not too cheerful. Although it may be too late for the Student Council to take remedial action as to a new method, it would be fairer if those cadets receiving demerits during May were able to work them off before pre-cruise week.

With the advent of the 1965 cruise not far away, the mugs should take a friendly word of advice and start preparing for their new adventure. There is a considerable amount to learn during the cruise with a minimum of time to do it in, so things become hectic to say the least. Following are two lists of prerequisites for both engine and deck cadets to consider before commencing this new experience:

- Deck Cadets**
1. Rules of the Road 1-14
 2. Morse Code and blinker light procedure
 3. International flags and the meanings of storm warnings.
 4. Drills and signals used aboard ship
 5. Use of the sextant
 6. Procedures on watch
 7. Review piloting techniques
 8. Special case bearings
- Engine Cadets**
1. Know that all valves close clockwise.
 2. Have a working knowledge of the steam and fuel oil systems.
 3. Be familiar with the procedure for changing burner tips.
 4. Don't throw ANYTHING in the bilge.
 5. If you aren't sure of how to do something be sure and ask before you act.
 6. Make sure you know EXACTLY what is required of you before you relieve the watch.
- Contrary to rumors it is our firm belief that if these helpful hints are followed before the cruise or even during the first week of it, that it will be a lot more beneficial as well as enjoyable for all concerned.



Recreation a la Maritime

Vice Admiral Calvin T. Durgin -- An Appreciation

He was a remarkable man -- remarkable in many dimensions.

He was remarkable in the manifold of interests he had. The spectrum ran all the way from soil chemistry to opera, from the planting of ivy to aeronautical engineering, from the reading of classical literature to the intricacies of the design of a chapel. His intellectual curiosity knew no bounds.

He was remarkable in the intensity that he immersed himself in the various interests -- reading up, studying, discussing, learning all he could in these various fields.

He was remarkable in his continuing search for progress, his continuing search for growth, his continuing search for improvement, his firm belief that the present is only one of the steps in this progress. . . and that the future ought to be an improvement on the present. No detail of college life was too small to warrant his attention, nor was any concept too large for him to grasp.

He was remarkable in the enthusiasm that he devoted himself to the multitude of projects, getting many of his coworkers excited to do likewise.

Fort Schuyler was the last major job in a long list of important assignments in his life, and to it, he devoted every inch of his body and soul. This was to be the crowning glory of his life.

Belles



Miss Laura Horacek hails from Valley Stream, Long Island. She is presently a senior at Valley Stream Central High School. After graduation she hopes to join the Waves. Her primary interests are dancing, swimming, and surfing, especially with cadet Bryce Laraway 4/c.



Private First Class Peggy Ernst, a dental technician at Fort Jay Dental Clinic is Miss Armed Forces (Army) for the First Army area. She was bestowed this honor for her conversational ability, poise, friendliness, and physical attraction. She was born in Western Pennsylvania and graduated from John Bartram High School in Philadelphia, Pennsylvania. Her primary interest other than Cadet Steve Vitucci 4/c, is the Fort Jay Rifle and Pistol Team.

BULLETIN

Third Class wins Intramural Track Meet by two points, 56-54, over the Fourth Class. The Second Class finished third, with the First Class coming in last.

In a spectacular run, Harry Trendell 3/c set a new school record for the half mile at 2:15.2. In addition, Jim Seybold took second place in the mile. In the field department, Tim Buck captured 19 points and Tom Cinelli picked up 11. A lot of credit goes to these four boys. The Third Class is now in first place for the "Admiral's Trophy" with 450 points.

38 Days Til Cruise Time

Faculty Friday Night

Prof. Thomas Hidalgo of the Humanities Department was elected vice-president of the New York State Regional Conference of the American Association of University Professors at its spring meeting on 1 May at Colgate University in Hamilton.

The Conference consists of 49 member institutions from all parts of the state including private and public colleges and universities.

Professor Hidalgo has been a member of the Conference Executive Council for ten years, and in addition has been serving as its treasurer for the last seven. In accordance with the accepted Conference procedure for the two highest offices, Professor Hidalgo will become president in 1966. He is a past president of the local chapter of AAUP and was one of its prime organizers. He and Dr. Oscar Goodman represented the Fort Schuyler group last month at the Metropolitan Conference at Fordham at the national meeting in Washington.

Professor Stephen Rosen has published, in collaboration with Professor S.N. Milford of Adelphi, an article in the 6 issue of NATURE, A British scientific weekly. The essay bears the title "Upper Limits on Galactic Cosmic Ray Antiproton Intensities". The opening statement clearly indicated the subject matter and the reasons for its treatment:

"Knowledge of the abundance of antiprotons in cosmic rays and interstellar space could have important implications for sonic ray theory, ray astronomy and certain cosmological theories. For these reasons, attempts have been made both experimentally to measure the intensity of antiprotons in cosmic radiation and theoretically to estimate what antiproton densities might be expected in space."

Among many other points made by the article, it was shown that it is possible to improve the basis on which the earlier theoretical estimates of galactic antiprotons were made.

Professor Rosen is a Physics instructor at the College and also does part-time duty at Adelphi University in Garden City.

Dr. M. Nahemow, in collaboration with N. Wainfan, both of Brooklyn Polytechnic Institute, at the time, published an article, "Study of the Cathode-Fall Region in a Pulsed Glow Discharge", in the October, 1963, issue of the Journal of Applied Physics. This article dealt with the results of the field configuration measurements and commented briefly on some of the possible processes by which the stable, cathode-fall region is established. It concluded "that the mechanisms for maintaining an equilibrium space-charge configuration seem reasonably well established, the question remaining to be answered in detail is how to space-charge configuration forms."

Another article, "Formation of the Cathode-Fall Region in a Pulsed Glow Discharge", appeared in the January, 1965 issue of the Physical Review. The same two professors, aided by a third collaborator, A.L. Ward of the Harry Diamond Laboratories in Washington, D.C., authored this contribution to science. Some of the information was taken from the dissertation of Dr. Nahemow.

The purpose of the research was to compare the electric-field calculations directly with field measurements, and to relate the calculated number densities to the measured light intensities. The conclusion established that "the Townsend Avalanche Theory can be considered sufficient to account for the electrical breakdown at large overvoltages. Attempting to fit the experimental data may provide better estimates of the electron mobility, and primary and secondary coefficients, at large E/P where direct measurements are difficult".

Anyone interested in a personal confrontation with any of the three articles may apply at the office of the appropriate professor.

On 30 April 1965 a first occurred on the Maritime College campus. A professional boobyism was held in Riesenberg Hall. The first was the fact that the Cadet Corps came through supporting the Dance Committee's plea for financial backing. The second way was in the largest turnout of guys and gals in the history of the school. A very good percentage of the Cadet Corps entered the portals of the Maritime College to be entertained by the "Bitter End Singers" and a much enjoyed comedian Fred Smoot. Fred Smoot had the Cadets and their dates either laughing or blushing the entire time he held the stage.

The new sound of the "Bitter End Singers" caused quite a commotion. The folk song enthusiasts were surprised to see the group using electric guitars and the rock-n-roll enthusiasts were surprised to hear the beat in the folk music.

The overall concenses seems to be that no matter how surprised or shocked even the audience everyone enjoyed themselves.

For an added attraction a group known well by the Cadets as the "Bricks" played for a short time for the Cadets and their Dates to "Work-Out" on the dance floor. Although this part of the evening was enjoyed by every participant the major concenses was that the time was too short.

Although there were three small disappointments I'm sure the majority of the Cadets will agree that Friday April 30 was the best Friday Night that Fort Schuyler has ever seen.

Music Festival

On Thursday and Friday May 6 and 7, the Maritime College will hold its annual music festival. On Thursday the Glee Club will present its Spring Concert, and on Friday the band will give its performance.

This year the Glee Club under the direction of Mr. Eugene Mott and Cadet Sabo 2/c, will return to an old custom of combining a Spring Concert with the Glee Club of Elizabeth Seton College from Yonkers, New York. With Cadet Warren Tornis at the piano, the twenty-four member Glee Club will combine with the thirty-two girls from Elizabeth Seton. Some of the selections will be: "High Barbary", "Boston Harbor", and the "Wiffenpool Song".

The following night under the direction of Mr. Terence McGrath and Cadet Richard Evans 1/c, the Band will present its annual spring concert in the armory. One of the highlights of the evening will be a piano solo by Cadet V. Tomlins 1/c. Among the band selections will be: selections from Carousell, the North Sea Overture, and a trumpet solo.

Both the band and the Glee Club will have many engagements in the near future. The Glee Club will sing at the Alumni "Stag" Dinner on Friday Night May 7. The following day the band will play several selections for the alumni, as they enter Felix Riesenberg Hall for the dedication ceremonies. Both the band and the Glee Club will appear at the World's Fair on Monday May 10 for State University of New York Day. Pershing Rifles and Judo Squad will also perform on that day. The band will return to New York World's Fair on Thursday, May 21 for National Maritime Day ceremonies at the United States pavilion.

The band will close out the musical season on June 8 when the graduating class will walk down the aisle to receive their lambskins.

The Maritime College unit of the State University of New York has elected Prof. Thomas Hidalgo as its director for the next three years. Prof. Alvin Kinney was elected sub-director. For the term of office just concluded the positions were reversed. All faculties at university centers, four year colleges, and junior colleges are eligible to join the association.

Upstate Cadet Writes Home

by Tag McCarey

June Sumthing 1965
Dear Janey,

Being as I probly can't make it way up ther fer the cruz in time I figgered I may as well rite y'all and tell ye bout this here Academy of which I is a honnary official Kaydet. In some ways its sorta like being home as ya gotta hunt fer yer food if'n ya want ter survive. But I ain't complainin as the sea gulls is plentiful and once in a while an unwary mouse will sneak outa what they call the mess deck (which is sactly what I woulda called it even if I had'n't heard the name afore). In some ways they ain't nothing like the home folks as there idees of a party and mine is two different things. Some wise guy (all them city critters is alike) in the lowest class tried to boss me around 't'other day. He say "I'm first class and you're nothing but a muck". Jest when he was getting reel angry I turned my arm so's he could see the big ol' four on it. "Take that!" I says or "You only a one and I'm a four and I guess you know what that means. You is overassuming yer Port Authority," says I, "so kee yer mouf shut. . . I don't like to do this gimme some demerits Promot!" But he jest stood that wif his eyes buggin' out and mouf open like he were a mad dog er somthin'. "You heared me! Gimme all yer demerits or you is in reel trouble." I had already heared he was kinda greedy and dint give out much demerits. I shore made him tho. he gimme fifty.

Altho them sea gulls is trying hard nuff they'll still never be able to match them piles a cow manure, that jest lies there all peaceful and remantil-like in our little place.

Sometimes things is a might confusing round here. 'T'other day after school, I was in rack recreatin as usual. when allera sudden them blasted bells come a screaming thru my ears. Natchaly I hops outa bunk and stands outside my door at atten shun like I allus do when I hears'em. But I sorta sensed that it were a might different then usual as all kinds a haydets were a running round wif water buckets and screaming "fire". Now I ain't no gullible fool and I almost did fall fer it, speshally when I could here my toes crackling and smelled sumthing like roasin deer meat coming from below. But I says to myself, "Jethro, this here's a trap. They is alla waiting fer ye to move your eyes." They're kinda tricky like that at revelly.

Actually I was a might unlucky being as I don't get burned between 6:30 and 7:00 which I understand is the rule around here fer getting sick er sumthing. Either then you get sick or you're outa luck. But I ain't complainin as the odds are One to forty-eight that you'll get sick then. That's better odds then at the county fair.

'T'other day sumthing impneresta happened as I had ship security watch on the ship. I run across this hunched over old geezer wif a white beard. "Is the war over yet?" he yelled. "Kin I come out now?" Afore I could make hide nor tail outa him he yelled the japs was coming and disappeared in a bilge or somphing.

That's all the yarn I kin spin fer now Janey, Happy 4th of Jewlie and I'll write y'all soon. Your boyfriend, son, and brother, Grandpa Jethro

Astronomical Observatory at Fort

One of the additions to the present Fort is a 14 foot astronomical observatory that is now being constructed and will be ready for operation in the very near future.

The dome will be a true hemisphere in elevation and approximately horizontally by a 20 sided polygon.

Balanced transverse shutters can be operated either manually or electrically.

The dome drive will be controlled from a push button station near the telescope.

At the moment, the college will use the 4 inch unitoron refractor for its primary piece of equipment. A larger telescope may be obtained at a later date.

The completion of astronomical observatory and planetarium will enhance greatly the teaching of courses in astronomy at the college.



Cadet John Hagedorn, Miss Jill Fulton Mr. George Hamilton, Miss Philippa Greene and Cadet John Wilkins-Pause for a Pose.

On the evening of April 21, Cadets John Wilkins 2/c, Mike Cooper 2/c, John Hagedorn 3/c, and Carl Mattia 3/c, attended a cocktail party sponsored by the New York Daily News. The party was held at the Plaza Hotel, in New York City. The scene was set with an abundance of food, liquor, and beautiful starlets.

The cadets wasted no time in mingling with the celebrities. Cadets Wilkins and Hagedorn, in typical cadet manner, managed to spend most of the evening with two starlets from George Hamilton's next flick. These girls have recently been seen in BEN CASBY and THE MAN FROM U.N.C.L.E. Cadets M. Cooper and C. Mattia spent most of their evening wandering between the bar and Arlene Dahl's guest table.

ALUMNI NEWS

The Alumni Association is headed this year by Robert Moore, '36, president; David E. Oaksmitth, '22, first vice president; Gordon Knapp, '42, second vice president; John Gaffney, '61, treasurer; and Lester Dutcher, '49, secretary.

Mr. Moore is also the president of his own corporation at 76 Beaver St. It is an engineering consulting corporation specializing in marine marketing. Mr. Oaksmitth is a partner in the insurance company of Oaksmitth and Britton at 136 William St. He is the father of another alumnus, young Dave, '54, and a commander in the Navy. Mr. Knapp is president of the Safire Public Relations, Inc. at 375 Park Avenue. He also serves as editor of the Bulletin. Mr. Gaffney is now with The Port of New York Authority; and Mr. Dutcher is a professor at the Old Alma Mater.

The Executive Committee consists of William Coyle, '27; Howard L. Humphries, '38; Vincent Maxwell, '38; Guy Desimone, '36; James M. Maley, '31; William St. Hadero, '22; Brian McAllister, '56; Abraham Rosenberg, '24; and Samuel E. Peters, '65.

The list of past presidents in alphabetical order includes many well-known names in and out of shipping circles: John W. Anderson '15; John S. Baylis, '03; John C. Haeuster, '45; William R. Lawrence, '17; Gordon M. Lee '22; Carl A. Mass, '11; George J. Mortenson, Jr., '38; Alfred F. Olivet, '21; William E. Ryan, '45; Forrest H. Smith, '21; Lewis L. Smith, '06; and Arthur M. Tode, '12.

The Association claims about 1500 paid-up members, a small number compared to the thousands that have been sprung from the Fort. There are four hinterland branches located in Southern California, Boston, Hampton Roads, and the Tri-Cities with the base at Schenectady.

Although the Alumni Office is located in the top deck of the College Club building on the campus, the meetings are held periodically at a downtown spot. Anyone desiring further information about the Association is invited to stop in for it while at Fort Schuyler.

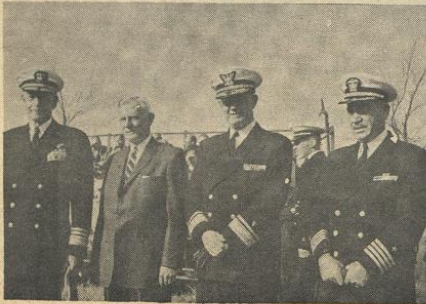
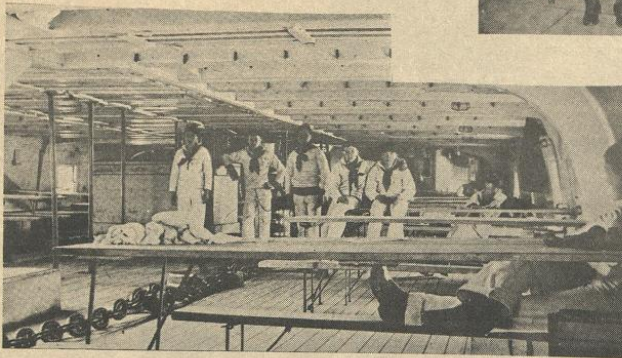
The latest figures compiled from the different rosters in the College catalog show seventeen graduates of the Maritime College or its predecessor institutions on the faculty and administration.

Heading the list is the president, Admiral Harold C. Moore, from the Nautical School in 1922. Captain Alfred F. Olivet, for many years commandant of cadets and commanding officer of the training ship, also from the Nautical School in 1921. The captain later completed the requirements for the BMS in 1948. Lieut. Gerard F. Nolan, '56, an assistant dean, rounds out the alumni names at the strictly administrative level.

On the faculty there are eight graduate engineers and six in marine transportation. Commanders Harry A. Clark and Guy J. De Simone, who is departmental chairman, later on got his BMS. Commander Clark also doubles as the executive officer of the training ship. Other alumni in the department include Commanders Lester A. Dutcher, a member of the first full time college class in '49; Harold A. Farnham, Jr., a graduate of the Academy in '48 and who later on finished his work on the BS; William H. Sembler, who completed work on his BS as a civilian, and thus avoided the rigors and foils of cadet life at the Fort; and Donald W. Van Wart, a member of the First four-year class in 1952.

The graduate engineers are concentrated in the teaching phase of the college. They include in alphabetical order: Donald G. Adlbeck, Jose Femenis, Terence F. Gargan, Barry Hanish, Aaron R. Kramer, John Mathieson, Joseph G. McNeill, and Robert A. Mistran.

ALUMNI -- Scat



tered Memories





Nicholas Johnson, head of the Maritime Administration, intends to put some new plans into effect with regards to Federal Aid to the Maritime Industry. The Federal government, under the Merchant Marine Act of 1936, operates a subsidy system to guarantee a reliable privately owned fleet that can compete with low-cost foreign operation and production. These direct subsidies for ship construction and operation and indirect costs now amount to about 380 million dollars a year.

In its efforts to preserve the American Merch, the government pays half a ships cost to shipyards so that companies can afford to buy them and so shipyard skills are available in the event of a war. The government also pays shipowners about 200 million dollars a year to maintain an equal footing with foreign concerns with regard to ship maintenance, crew wages, and other items which competitors have the cost advantage in. In fact, the Federal Government pays an average of 72% of the cost of wages of each crewman and officer on a subsidized vessel.

In spite of these subsidies, the United States slipped from seventh to ninth place in new ship construction during the last quarter of 1964, according to Lloyds Register of Shipping. On October 1, 1964, U. S. shipyards were working on 55 ships totaling 471,207 tons as compared to the beginning of 1965 when U.S. yards were working on 53 ships totaling only 262,506 gross tons. About 8-9% of U.S. export trade is carried in American ships.

Indicating the enormity of the situation, Johnson compares the difference between the foreign trade liner fleets 315 subsidized and 100 subsidized ships. The former are as fast as modern as any, but of the latter, only five have been built since WW II. No provision has been made for their replacement, and in the near future this part of our Merchant Marine may disappear altogether.

The fate of the Dry Bulk segment is even more serious. We now carry about five percent of our total Dry Bulk trade. This consists of Wheat, Coal, Iron Ore, etc., and in the next twenty years the amount of this cargo in international trade will leap from 140 million to 380 million tons. Our Dry Bulk fleet however, will decline from its 7.8 million tons, to 3.9 million tons, almost 1 percent of the total.

The tramp fleet is composed of about 130 vessels of which only seven of these have been built since World War II. This fleet appears on its way out by the next five years.

Trying to solve these problems, Johnson points out that many of these problems, are tied in with the economic considerations peculiar to American industry. Our shipyards are probably the least competitive of all United States industries. Our shipyards charge about 220 percent of foreign ship

prices, and yet realize low profits. This is in part result of difficulty with which shipbuilding converts itself to automation. Up to 750,000 man hours go into a ship, and with our high wage rates this is disastrous to the shipbuilder.

Johnson proposes that the merchant, would benefit if the passenger liner subsidies were reduced or withdrawn. The country has only 13 liners, yet these ships absorb about one quarter of the total operating subsidy available. Although these ships "show the flag" and are a prestige symbol, they, as a whole, lose money and are facing extinction.

Seeking to help trade vessels he proposes that:

1. We require all subsidized ships to be built in American yards, and continue to finance the replacement of the fleet at the rate of 16 to 18 ships a year.
2. The appropriation for American shipbuilding subsidies be increased well beyond the 100 million level.
3. We should make additional funds available to insure national security.

In a future war the naval and land forces would not be able to supply themselves by their own means and our Merchant Marine would probably prove inadequate to military demands.

With regards to the dry bulk fleet, Johnson suggested:

1. That present plans be continued as long as there is an agricultural surplus disposal program. The result, he said, would be a steady rise in subsidy costs as these vessels become increasingly inefficient, followed by a rapid decrease in cost as the subsidy disappears with the ships.
2. The tramp fleet should be continued but supplemented with construction subsidy for replacement ships.
3. Cargo preference should be eliminated gradually, with some form of direct operating subsidy being substituted making it possible for these ships to compete for commercial cargoes at world rates. Dry bulkers are simpler ships than liners, and proposals have been made to construct a 30,000 ton ship for as little as \$9 million and operate it with a small crew and only 300 to 440 thousand in annual operating subsidy. If the present 80 million year spent on cargo preference - rate differentials were all paid in operating subsidy to such new ships, we could maintain about 200 modern dry bulk carriers, with a total capacity of about eight times our present dry bulk fleet. Even with reduced crews on highly mechanized ships it is obvious where the greatest long-term job opportunity can be found.

Johnson concluded that the goal of these incentive subsidies is to increase productivity, higher profits and wages, and relatively less need for a subsidy, in any case, without these subsidies, the American Merchant Marine would be bankrupt.

Texas A&M gets Ship

The former Mediterranean liner "Excubitor" of the American Export Lines is to be repaired and outfitted as a training ship for the Texas Maritime Academy in Galveston, a branch of Texas A. and M. University. This is the first ocean going vessel in their possession. Until this time, the cadets enrolled at the academy were forced to utilize the facilities of other nautical schools. This meant each summer their regiment had to divide into several groups and sail aboard other schools' or privately owned

vessels. Bids have been submitted by several firms for repair and refitting work. The apparent low bidder for the work was Todd Shipyards of Galveston, according to a Maritime Administration announcement. The bid was \$269,807, for general topside work plus \$16,874, for drydock work.

The Exambion is a 9,644 gross-ton ship. She was one of four sister ships in the New York-Middle East run, known as "The Four Aces."

TSES In Drydock

(Continued from Page 1)

the crew had settled down to a routine watch. During the next hour or so the crew dusted off all the pressure gages and to their surprise found that the fuel oil pressure was too high. It seems that during the winter the fuel oil service pump was rebuilt and was supplying an abundant amount of oil. While the second assistant engineer was working on the fuel oil regulator, a diaphragm broke, spraying thick black oil all over the engine room--and Ed. This gave the second an opportunity to live up to his nick name, "Black Ed". About this time the bridge rang down to begin shutting down.

The ship was met at Hoboken by another tug to help her into dry-dock. The tide was ebbing at the time so both tugs were on the port side, one aft and one forward, to keep the ship from being pushed sideways by the current into the bulkhead of the dock. Once the ship was in it had to be carefully positioned in the dock.

The dock was the floating type, which means that it is sunk before the ship enters and then before the ship is in the water is pumped out and it rises out of the water. The drydock had about 27 feet of water above the floor. This particular drydock is made up of six sections each one section capable of being operated separately unlike most floating drydocks which are one unit. The docks have watertight compartments in the side walls and beneath the floor which when pumped out give her enough buoyancy to support the ship above water. Before the ship is docked a docking plan is secured by the ship-

yard; it gives all the places to where keel blocks are needed for proper support. This is figured out when the ship is designed. In addition to the keel blocks, supports are used at the turn of the bilge. These are positioned at the walls of the dock until the ship enters, then the are moved into position by means of an endless chain.

When the bow entered the drydock a line was passed to the ship and lead to the front or head of the dock. This line was used to warp the ship in so that the screw could be stopped to avoid damage. As the ship went in, a few hectic moments were encountered because of the unionized workers. The line handlers on the stern were ordered to put lines out to windward so that the ship would not drift into the other side of the dock. They had to wait because the shipyard personnel at hand had the wrong color hard hats and didn't handle lines. Luckily some blue hats appeared after much screaming by the dockmaster over the P.A. system.

When the ship was secured in the "U" of the drydock, the difficult task began. The keel of the ship had to be placed exactly on the keel block to insure the proper support. A tape measure was placed across the ship from one side of the dock to the other. At the centerline there was a yard employee in communication with the dockmaster. During the hour it took to pump the dock dry, he was constantly relaying orders to the linehandlers to keep the ship in position.

Once the ship was high and dry a gangway was built up to the "C" deck sideport and the crew went out to lunch. The workers started cleaning the bottom with a kind of sandblasting, only they used a metal oxide in place of sand. In the

stern, welders removed old zinc plates from the rudder and replaced them with new ones. The shipyard cranes hauled the anchors out and the llinks were checked and the shot markings were repainted. By Wednesday night the work progressed rapidly.

When the crew reported back on Thursday morning the work was nearly completed. The workers were just finishing the painting, which they did with enormous man-helpers. It was decided that the ship should leave at slack tide to avoid fouling the dock as it left. This moved departure time to 1630. The ship was ready to go by 1430 and the flooding of the dock began. When the dock was partially flooded it had to be stopped and pumped out again. One of the sea valves in the engine room sprang a leak and the dock had to be floated until it was repaired. When she was ready to go again, it was raining and it began to get very windy. Getting out of the dock was quite a problem, with the wind and current combined. It came off very well though, except for the starboard side scarping against the side a little.

No-one was sightseeing on the way back, because it was too cold and windy. Everyone except the two men who had to stand by the anchor stayed inside. For once the engineers were lucky to be warm. When the ship reached the college pier, Mr. McAllister and his men were waiting to handle the lines. When the ship was secured the gangway was hoisted, and the electrical cables connected, and the crew left at about 2230 hours. The watch reported aboard and the ship returned to her usual routine, with a new lease on life and the prospect of another summer on the high seas.

U.S. Shipping: A Flicker of Hope?

By Al Aymer

While browsing through an issue of Forbes business magazine, I came across a story which concerned itself with the future of the American Merchant Marine. The following article has been written in the light of facts presented in that story.

It is a well known fact among business and industrial circles that the United States merchant fleet has been on the wane since several years after World War II. Despite the ominous presence of the black clouds of economic disaster, which seem to loom directly over U.S. shipping, a flicker of hope insists on shining forth. The old adage: "hope springs eternal" might well be applied to the United States merchant shipping industry.

Although many have given up all faith in an American merchant comeback, U.S. Maritime Administrator Nicholas Johnson is not among them. The only thing not keeping the U. S. fleet alive is the \$380 million a year in federal subsidies. Johnson, however, believes that American technological capabilities and ingenuity can enable the United States to regain the title of "the mistress of the seas."

It must be admitted that not everyone in the shipping industry agrees with the details of Mr. Johnson's ideas about the industry's future. Nevertheless, a good number of them share his optimistic outlook.

Shipping's basic problem has been the cost of labor in shipyards and aboard ship, and the exorbitant cost of cargo handling in U.S. ports. Johnson sees three alternatives to the shipyard question. The first is a continuation of the present system, under which the Federal Government puts up \$100 million a year to construct 15 ships in American yards. He feels that this would be a policy tending towards increased decline. The second alternative lies within the framework of an increased subsidy program. The third choice is simple. It is to eliminate entirely the subsidy program and let U.S. shipping concerns purchase their vessels abroad.

As far as seaman's wages are concerned, Administrator Johnson points out that "it's not un-

usual for an ordinary seaman to make between \$10,000 and \$12,000 a year, depending on his seniority and on how much overtime he puts in." He further adds: "We are proud of the American standard of living but, in exchange for high wages, we need at least equally high productivity."

Where does the answer lie? Obviously, it is to build ships that are markedly faster than any presently in operation, yet which require lower operating costs (i.e. fewer crewmen and less time in port.)

Quite a number of steps have already been taken in this direction. At the insistence of the Maritime Administration, U.S. shipyards are presently constructing automated cargo vessels capable of being operated by a crew of 32 instead of the former crew of 58. Johnson, however, believes increased savings are feasible. He points out that the Danes have built a ship requiring no engine room personnel.)

Johnson insists that, in addition to automation, the future of the United States maritime industry lies in the creation of new ship types, particularly the hydrofoil and the hovercraft, some of which have speed capabilities in excess of 100 knots. Oddly enough, these craft have been developed not by the conventional shipbuilding firms like Newport News and Bath Iron Works, but rather by aerospace companies such as Aerojet-General, General Dynamics, Boeing, and Lockheed.

Strange as it may seem, most shipbuilding companies do little in the areas of research and development. Their attitude is expressed by Donald Holden, president of Newport News, who says: "Shipbuilding is such an old art that most of its development has been wrung out of it."

The aerospace firms, which got into the shipbuilding business largely because of defense cutbacks, do not agree with Holden, nor does Nicholas Johnson. These aerospace companies bought out numerous shipyards in various parts of the country.

Grudgingly Holden concedes: "These aerospace companies are giving us some concern. They're tough bidders on government con-

tracts. They have all the money in the world."

Johnson is presently examining the future possibilities for nuclear-propelled merchant vessels; but he adds: "Look, you can build a nuclear-powered lawnmower, too, but why?" However, he is enthusiastic about the future use of hovercraft and hydrofoils.

This view of the future isn't held by American-Export Isbrandtsen's president, Jakob Isbrandtsen. As Isbrandtsen puts it: "There's no point in making a rounder wheel. Sure, you can build a hovercraft that will carry passengers across the Atlantic in 30 hours. Who'll use it? You can cross the ocean in six hours by plane! The passenger shipping business is finished. You have nine trans-atlantic passenger ships operating from the Port of New York. The Government is spending \$34 million a year to keep them afloat. Even with this subsidy, they lose between \$6 million and \$8 million a year.

The future lies in bulk cargo. And it lies in handling cargo more quickly. The way things are now, who needs a faster ship? Ships already spend more time in port than at sea. Faster ships make sense only if you have faster methods of handling cargo and if you have volume. A faster ship must be a bigger ship. That means volume."

As for the operating differential subsidy program, Isbrandtsen adds: "The government subsidy system is archaic. We're subsidizing liner-type ships. Eighty-five per cent of all freight now moves in bulk carriers. The only problem U.S. shipping companies have is wages. Let the government subsidies be based on them. It would make everything simple. You'd send your payroll down to Washington and the Maritime Administration would pay you the wage differential. We could compete with foreign shipping and we'd have a real merchant marine."

Johnson and Isbrandtsen are in agreement about both the subsidy system and on the need for more rapid cargo handling.

Many of the large shippers have developed, or are in the process

(Continued on page 8)

Lacrosse Team Setback

By Victor Rapp and Hugh Ryan

The Maritime Lacrosse Team suffered two defeats last week; one from Siena (3-8) and one from Stevens (14-9).

On the afternoon of the 28th of April, Bill Erb and Bob Bauernfreund led their team onto the mud which covered Newport Field to battle Siena. The team was looking forward to their first win of the season, placing their confidence in the fine skill and ability of their starting team. For three years Bob, Bill and coach Millington have been building their team to a point where it is respected as a serious threat by the teams it plays.

On this particular afternoon the team put in an outstanding effort only to be beaten in an overtime period. At the start, Maritime grabbed an early two to nothing lead by goals from Willie Wilson, a fourth classman who has shown an amazing ability to get the ball in the cage several times a game, and by John Hagedorn, who recently switched from attack to mid-field. By the end of the first quarter the score was 3-2 with Maritime on the high side. As a result of another goal by Wilson in the last ten seconds of play. The second quarter ended in a draw with both teams scoring one goal. Curs was scored by "Yeg" Behr on a pass from Terry Thompson. In the third quarter goals by Wilson, Behr and Hagedorn offset the three that Siena managed to score. The fourth quarter came and with it a tie ball game. Wilson caged one for us while Siena netted two. This led to an overtime situation. Both teams put in their best players and Siena battled out with the money.

In passing, it should be noted that the loss was not the result of poor play on the part of the defense squad. (Allowing only one score in ten minutes is overtime play in Lacrosse in near perfection.) All that can be said is that the attack missed several opportunities and therefore we lost.

Next, on Saturday, May 1, we traveled to Stevens College located in the city of Hoboken, N.J. This is a very experienced team with an undefeated record. In the first quarter our team looked as if it was suffering from the effects of a late night out after the homecoming. Stevens ran right around us and ran the score up to 5-2. Another thing that made us look bad was their effective use of "picks". They set three men in line with the cage and then had them break off in opposite directions toward the cage. When done right, it usually freed a man who would receive a pass from behind the cage and go in for the score. In the second and third quarters our team did not fare much better; it was not until the fourth quarter that the team got assembled and worked efficiently. In that quarter, we scored five goals to their one. If we had played the entire game in the manner we played the last quarter, it is conceivable we might have carried the day.

As the season comes to a close, careful plans are being laid to expand Lacrosse operations here at the college. Lt. Rackett & Lt. Hyman have agreed to aid Dr. Millington in establishing a Jay Vee and thereby a farm team for the varsity. This will leave the coach free to develop the talent which was apparent in this year's team. It will also give other cadets a chance to learn the sport under careful coaching.

It is hoped that this increased interest in the sport, will avail to us the use of Newport Field on an equal footing with other sports. Several requests this year for games had to be refused as the field was not available on those days, not to mention the number of practices which were canceled.

Radio Club Plans for Cruise

This summer, for the first time, the T. S. Empire State IV will have an amateur radio station aboard, hopefully to be at the service of the cadets. The radio station is located in the Sound Room on "B" deck (port side). Present plans call for the sending of short radiograms home to the United States, and possibly under limited conditions, permitting cadets to talk directly to their parents or girls. Of course, this being the first time, a certain amount of trial and error will have to be employed regarding schedules and operating times. Cadets wishing to send radiograms (at no cost) should try to obtain call letters, names, and addresses of "hams" in their general area and submit them to Cadet Glenn Germaine 3/c in room C-311 before the cruise. The Radio Club will also be operating the audio facilities, i.e., playing music during meals. We plan in the near future to conduct a poll to find out what type of music the cadets prefer.

Much credit is due Cadet Germaine for his work in setting up the station and in obtaining administration and F.C.C. permits. Cadets Guy Hoose 2/c, George Schaber 3/c, Tom Abernethy 4/c, and Dick Chamberlain 4/c, also deserve credit. These five men will be the principle operators of the station.

Circle "K" on the Cruise

By Bill Cosagrand

On the 1964 cruise the Circle "K" Club of the Maritime College initiated a cruise project, called "Operation International Friendliness." Essentially what the project entailed was visiting with orphans at each port of call, and giving them toys, candy, ice cream and soda pop. It was a change in the daily routine of the cadets participating in the project as well as a change in routine for the children they visited with. The children had a wonderful time and the cadets received a great deal of satisfaction from their efforts. The club received much praise for their efforts in this project from the U. S. Consulates at the ports of call, and from Kiwanis International in Chicago. The project has helped to improve relations and promote better understanding between the United States and countries visited on the 1964 cruise.

This year the Circle "K" would like to continue this worthwhile project. Presently we are in the process of raising funds to purchase the necessary materials for the project. Once this is accomplished the project should be a success again this year.

On the 1964 cruise, many cadets who were not members of the Circle "K" participated in the project when we had the orphans aboard the Empire State IV in Portsmouth. If any cadets would like to participate in the project with the Circle "K" this year, you're more than welcome. If you do, you will get a great deal of personal satisfaction from it. Just let the club know you're interested and we will keep you informed of the progress of the project and of how you may help out.

You are probably all aware, with exceptions to the fourth class, that the Circle "K" ran the cruise cleaners on the 1964 cruise. We had considerable difficulty in returning the clothing that was cleaned at the various ports to the cadets. This year, we are going to try to solve this problem. The club has been in contact with a professional cleaner in the area who will provide us with the necessary materials and instructions for running the cleaners more efficiently.

Judo Champ

By Bob Fogarty

On May 1st, Chuck Brader went to Carbondale, Illinois, representing the Maritime College in the National Collegiate Judo Championship at Southern Illinois University. Chuck took fifth place in the 150 lb. class out of a field of 15 competitors.

Chuck played six matches, winning three of them. (Most of his competitors had higher degree belts.) In his first match, Chuck lost to a black belt from Knox College. Then he defeated a brown belt from the Air Force Academy and a black belt from the University of Puerto Rico. After losing his fourth match, Chuck defeated Barry, a brown belt from Texas Western. In the final match, Chuck lost to Peterson of Southern Illinois University.

Rowing Team

From 19 May to 23 May, the Maritime College Rowing Team will be at the National Capitol for the spectacular 1965 President's Regatta. Two full crews and several replacements will represent the Maritime College along with crews from Kings Point, Coast Guard, Marine Maritime, Mass. Maritime and the Naval Academy.

To determine the two crews that will represent us in Washington, the Rowing team is having a series of elimination races. The two top boats, (point wise) will be sent and the replacements are to be picked from the remaining members. The fourth race of eliminations will be held this afternoon at 2 P.M. and it is hoped that a large number of spectators will be on hand.

Remaining Schedule 1965

- 8 May Alumni Day Race
- 15 May Annual race with Kings Point, Mass. Maritime, Coast Guard & Maine Maritime
- 19-23 President's Regatta at Washington, D. C.
- 3 June Burgerford Swedish Navy (tentative)
- Meet the Seniors
- Anthony Savas - Captain
- Harold Thrandart-Co-captain
- William Martin-Co-captain
- William Sibbern-Co-captain
- Peter Piascekyj-Rower

Rowing Coach



In a recent announcement made by Tony Savas, captain of the 1965 Rowing team, it was learned that Matt Twomey, Assist. Professor of Physical Education, has been named Coach of the Rowing Team.

In addition to the Rowing Team, Twomey is coach of the Cross Country Team, a teacher in Physical Education and chairman of the intramural competition. For the past few years, he has taken the Rowing Team under his experienced wing as the unofficial coach and without his knowledge and guidance the Rowing Team would have never been able to obtain the distinction it has at the present. Not only has he helped the above mentioned groups, but through his father-like inspiration and sincere dedication many a athlete owe a "lot" to this great man. Congratulations Matt Twomey and the best of luck.



By John Luard

The weekend of April 3rd and 4th Bruce Zimmerman 1/c and Jimmy Warren 3/c competed in the MASA (Middle Atlantic Intercollegiate Sailing Association) Monotype Eliminations. In these races, held at King Point, Zimmerman gained a second place and Warren fourth place out of eighteen starters. Lenard of Columbia won the event. The championships are to be held at Navy May 15th and 16th. Although the first five in the meet are qualified to go to Annapolis, Zimmerman will not compete since he would rather sail Shields in our first home meet that weekend. We all wish Jimmy Warren luck since he will be sailing against some of the nation's best skippers at Navy.

There were eight entries in the MASA Freshman Eliminations at Kings Point April 9th and 10th. Skippers John Luard 4/c (in 'A' division) and Ed Merkel (in 'B' division) placed fourth behind Georgetown Rutgers, and Kings Point. They were fouled by lack of practice, a capsize, and a foul. However, this was good enough to qualify for the championships at West

Point, May 8th and 9th. The freshman gained second place in the fall championships and have confidence they can beat all the teams who will be at Army.

April 24 and 25, Maritime sailed in the eliminations at Kings Point. Rich Cook 1/c sailed in 'A' division and Dave Chamberlain 2/c sailed in 'B'. Their fourth place finish was good enough to race in the championship May 8 and 9. In these races Chamberlain placed third in his division and fourth in the entire fleet.

Elections for officers of the Sailing Squadron were held recently. Receiving the reins from Zimmerman, Dave Chamberlain 2/c is the new Commodore. Other results are: Vice Commodore and Sec.-Treas.-Rich Hillebrand 3/c; Rear Commodore and Dinghy Team Captain-Bob Goldman 3/c; Harbor Master-Mel Lockwood 2/c; Boatwright-Gerry Smeek 3/c; and Launch Captain-"Granny" Hillebrand. Starting with the Shields meet the 15th and 16th, a number of home meets are scheduled. Thus, now we have a Race Committee Chairman-Pete Buemi 3/c

ANNAPOLIS SUCCESS

May 1st and 2nd the Sailing Squadron competed against the United States Naval Academy, the Merchant Marine Academy, and the Coast Guard Academy, in a yawl meet at Navy. Maritime came in second, two points behind Navy.

How well we did can be seen when one compares our experience to that of the service academies. Navy practices every day in these yaws and their crew was chosen from many. Kings Point won the service academy cup in the most recent Bermuda Race. Coast Guard, for their part, have a 72' yawl and a number of other vessels to practice on. A large majority of Maritime's sailors had never raced on a big yacht before and there were a number who had never raced intercollegiate. If a number of races had not been thrown out because of lack of wind we would have done even better.

Much of the tribute must go to our two skippers, Bruce Zimmerman 1/c and Jay Bolton 3/c Rich Cook 1/c, Dave Chamberlain 2/c, Cassey Wodka 1/c, and John Knips 2/c did good work as crew. With relatively inexperienced crews, Zimmerman only

sailing those yaws once before, plus little knowledge of local conditions they did surprisingly well. Dave Chamberlain, the new Commodore, had this to say: "With a week's practice everyone would have been a mile aster". It seems there are a number of very good sailors 'floating' around Maritime's little gloried pier.

- YAWL MEET RESULTS
- 1. United States Naval Academy -23
- 2. N.Y.S. Maritime College -21
- 3. U. S. Merchant Marine Academy -14
- 4. U.S. Coast Guard Academy -12

- MARTIME'S PLACINGS:
- Sat. May 1st:
- 1st race: A division -2nd
- B division -1st
- Sun. May 2nd
- 2nd race: A-3rd B-2nd
- 3rd race: A-1st B-2nd
- 4th race: A-2nd* B-3rd*

*race called because boats were over the limit for the course ** 35 seconds over the time limit.

Kings Point Wins 8-1

The baseball team, needless to say, has not lived up to pre-season expectations. The team seems to be slightly on the rusty side both defensively and offensively. The pitching has been much better than the scores have indicated since the team has collapsed around the pitchers.

After successive losses to Brooklyn College and Pratt, the team won its only ball game behind the pitching of Kevin "Lefty" Brandt. The team then lost to Stevens Tech 11-6. George Sacco started the Ball game and the team won its only ball game behind the pitching of Kevin "Lefty" Brandt. The team then lost to Stevens Tech 11-6. George Sacco started the Ball game and the team won its only ball game behind the pitching of Kevin "Lefty" Brandt. The team then lost to Stevens Tech 11-6. George Sacco started the Ball game and the team won its only ball game behind the pitching of Kevin "Lefty" Brandt.

The team next traveled to Queens College. It met head on with a catastrophe. The team lost 12-0 and had a no-hitter thrown against them.

On Monday, May 3rd, Maritime played host to Kings Point. George Sacco started and pitched well for the first seven innings until being relieved by "Lefty" Brandt. Kings Point took the lead in the second inning and never lost it. Brian Skeels was the hitting star with a single and a double. Tom Montayna and Roy Peterson got the team's only run.

As mentioned previously, the team has not hit well. Tom Crawford is the only regular hitting over .200. Paul Bigh and Hank Scully have hit the ball well, although they have not hit much to right field driving in two runs.

(Continued on page 8)

U.S. SHIPPING

(Continued from page 6)

of designing, more efficient cargo handling methods. Among the leaders in this area are Sea-Land Service, Matson Navigation, Sea Train, and Lykes Bros. Steamship Co. The system developed by Lykes is quite unconventional: it lowers its ships in port by taking on water ballast, floats freight barges aboard, then raises the ships by pumping

water out and "fishybacks" the barges across the ocean.

Nicholas Johnson, a midwesterner from Iowa City, Iowa, is a handlubber. Jakob Isbrandtsen is from a family of four generations of seafarers. The aerospace companies originated in the aircraft industry. But although they all differ on details, they're in accord on one major point: There is still hope for the hard-worn, hard-pressed United States merchant marine.

P.R. News

By Dennis Pepe

The tenth year of the Maritime College's participation in the Pershing Rifles drill team competition has drawn to a close with a fairly successful season. The competition that faced the Maritime College has been both keen and challenging. The itinerary for the past spring semester was as follows:

Meet	IDR	T. D.	all
St. Peters	3	10	4
Boston "Bean Pot"	3	4	3
Pratt Invitational	4	3	3
Cornell	2	3	2
Worlds Fair (Singer Bowl)	4	4	4
8th Regimental	5	3	4

through the teams efforts three outstanding cadets placed remarkably well in individual drill competition. Mathew Gaskin 3/c taking a first and third place trophy at two consecutive drill meets; Michael Axelsson 4/c, whose brother organized the Pershing Rifles at Maritime, took first place and was followed by Gary Lueck with a third place, both at Cornell.

This past weekend the high-point of drill competition of the 8th Regiment took place at the 69th Armory in New York City. Twelve teams that comprise the Regiment come from the NYC area, and as far north as Syracuse, to compete not only for the Regimental championship, but for an invitation to the Cherry Blossom Festival held at Washington D.C. next spring. Both of these honors are bestowed on the first place overall team. Although Maritime placed fourth in the competition the point spread among the top contending teams was very slight.

Not only does each company in the Pershing Rifles compete against each other, but each regiment in the society does likewise. The 8th Regiment, of which Maritime is a part, placed first out of the fourteen regiments in the United States, thus receiving a three foot trophy.

The night of the 8th Regiment Drill meet, a military ball was held at the Vanderbilt Hotel, sponsored by the CCNY. At this reception, Company Commander Sam Peters, 1/c, received a gold medal, and likewise Trick Drill Officer Bob Schiechi 1/c, a silver medal, both for meritorious service, concluding their work in the Pershing Rifles and in company P-8 at the Maritime College.

SANS CLUB

By Ambrose McIntosh

The NYSMC Chapter of the Student American Nuclear Society recently had its annual election of officers. Cadet Pribis 2/c, was elected as the new Chairman, replacing Cadet Wrobel. Elected Co-chairman was Cadet Rodgers 2/c, who will assume the duties of Cadet M. Toner. Also elected were Cadets Schmitt 2/c, as treasurer, and Bauer 3/c, as secretary.

On April 8, Cadet Pribis went to Wright-Patterson Air Force Base, Dayton Ohio, to attend the Third Annual Student Conference of the American Nuclear Society. While he was there, he attended lectures given by graduate students from many leading schools throughout the country. Also, several interesting tours were conducted. One, of particular interest to nuclear students at NYSMC, was the AFIT (Air Force Institute Of Technology), a graduate school issuing a degree in Nuclear Engineering, both on the MS and PhD level. Another tour was of NATF, a ten megawatt experimental reactor used at AFIT.

For the future, SANS is planning a detailed report on the Student Conference, several movies on SNAP, and possibly a presentation by Professor Rosen. Membership in SANS is open to all nuclear students.

KINGS POINT WINS 8-1

(Continued from page 7)

of an average. "Forks" McIntyre has proven himself to be an outstanding number four batter.

Defensively, the team has just been unable to make the plays. Roy Peterson looked very good at second base giving a little more range and hitting at that position. The outfield has been playing too deep and does not have the speed to compensate for it, therefore, many more pop-fly singles have been dropping in than should be. Thus far it appears that the pitching of George Sacco and Kevin Brandt has been the strong point of the team. Both pitchers have had good control and neither one of them has been hit very hard. The trouble is that neither one is overpowering enough to strike out several men per game, and therefore have to suffer the consequences.

Lifeboat race today at 1400.

Don't forget
Sunday, May 9,
is
MOTHER'S DAY
Send
Your Cards
Today.

Alumni Association
NEW YORK STATE
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