

PORTHOLE

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CAPTAIN OLIVET RETIRES

After more than thirty-one years of faithful and dedicated service to the school, its personnel, and the training ship, Captain Alfred F. Olivet is retiring at the end of this school year. Last February 15 he reached the age of sixty-five which to the State of New York means the end of a career. Although he feels that he could continue his duties at the College for several more years, the Captain has decided to accept the retirement and continue his sea-going career elsewhere. Because of his vast experience, he has several attractive offers in the office and he intends to be heard from again.

While at the College, Capt. Olivet has been commanding officer of the training ships since World War II, an instructor, a duty officer and a professor since 1934; and for many years, Commandant of Cadets. He has witnessed the extensive growth of the school, its several training ships, many names, multi-purposes, and most recently, new construction.

His first association with the school goes back to 1919 when at the age of 19 he became a cadet on the NEWPORT. One of his training cruises took him to Canada and the second, in 1920, took him on the first of many visits to Europe. The cruise ports included Portsmouth, Antwerp for the Olympic Games, Lisbon, Madeira, and Bermuda.

After graduating in 1921, he gave the Coast Guard school a try, but was not satisfied with what he saw. He shipped out for Standard Oil of New Jersey as a seaman, third, second, and chief mate until 1933. In 1929 he got his Master's Ticket. In 1935, he began his thirty-one years for his alma mater. In 1948 he received his B.M.S. from the Maritime College.

The Captain is a Bronx product all the way. He was born and raised near the Westchester Square area, and now lives but a few minutes away. He came from a large family, seven brothers and one sister. Five of the brothers are still living. He is a graduate of Evander Childs High School.

The Captain has two main hobbies. He likes to work in his garden but his extensive travel program has greatly curtailed his "Green Thumb" activities. And he likes to paint. He does water colors and estimates his output of paintings in the hundreds. Of these he has sold a good number, which vouches for the quality of his art.

In 1930, he married the former Blanche Saco, also from the Bronx. The Olivets have one daughter, Joan Ellen, who is now Mrs. Vincent DiPreta of New Rochelle. The son-in-law is a graduate of the University of Miami and an ex-marine graduate of the Korean War with the Silver Star.

The Captain thinks that his most rewarding cruise was in 1948 when the European countries were well on the way to recovery and the results of the Marshall Plan had begun to show. His most trying was his first as captain in 1946 when the training ship was very tired and the accommodations for officers and crew quite shabby and extremely inadequate. As far as the many graduating classes are concerned, he shows no favoritism. He is proud of all of them and happy to have had a share in their training. His favorite training ship was the EMPIRE STATE II. He says that she was comfortable, but not plush, and had enough equipment both in quantity and variety to enable a cadet to get enough experience in his training to enable him to work on any other type of vessel in the industry.

His favorite country for ports of call was Spain. He marvels in the Spaniards' ability to be hospitable, friendly, and cooperative without a big, belabored effort. Their sincerity is unquestioned, and, of course, their prices are most reasonable. The many Spanish ports visited by the training ship, beginning with Barcelona in 1950, will always hold pleasant memories for Captain Olivet. And there is no doubt that he will always be fondly remembered by his many hosts, not only in Spain, but throughout the ports of Europe.

Capt. Receives Award

The Annual Golden Rivet Award was presented to Captain A. F. Olivet '21 by the President of the Port of the State University of New York Maritime College Propeller Club, Cadet J. A. Szallit 2/c. Each year the Propeller Club selects an Alumnus who has made an outstanding contribution to the Maritime Industry, the Maritime College, and the Propeller Club. The award consists of a golden rivet encased in a block of clear plastic with a suitable inscription. Cadet Szallit presented the rivet to Captain Olivet before some 250 Alumni and Cadets at the 61st Annual Alumni Banquet held at the Downtown Athletic Club near the Battery.

Alumni Day

Several hundred alumni, their families and friends turned out to attend the combined Alumni Day and Dedication of Felix Riesenbergs Hall. Captain J. C. Ballard 1898 was among those who observed the Regiment pass in review before Commodore J. S. Baylis '03 and former Superintendent of the College. The Pershing Rifles' Trick Drill Team thrilled the crowd with an exciting routine involving a checkerboard pattern of all blue and white uniforms. Rest and sustenance were available to weary travelers who found their way to the College Club. The weekend was topped-off with an open house aboard the SS INDEPENDENCE on Sunday. For those graduates who came from afar, rooms were made available aboard the Training Ship for the weekend.

Pres. Gould Inaugurated

13 May, 1965... Philharmonic Hall, Lincoln Center. At 2:30 this afternoon Doctor Samuel Brooker Gould was inaugurated as President of the State University of New York. Doctor Gould was the former chancellor of the University of California at Santa Barbara and former president of Antioch College in Ohio. Just prior to his appointment as President of the newest State University in the country, Doctor Gould had been the president of the Educational Broadcasting Corporation (Channel 13, New York City).

Representatives of some three (Continued on page 12)

New Associate Dean Of Students



When the men of Maritime return in September, they'll meet a new Associate Dean of Students. He is Captain Ernest A. Cascini, U.S.C.G. Captain Cascini will be replacing Captain Phillips, who is stepping up to take over the position of Commanding Officer of the Training Ship which will become vacant upon Captain Olivet's retirement.

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Captain Olivet Is Guest Of Honor At Alumni Banquet

About 250 Fort Schuyler graduates and cadets attended the 61st Annual Alumni Tag Banquet, 7 May 1965, held at the Downtown Athletic Club, New York City, near the Battery. Captain A. F. Olivet '21, Commanding Officer of the T. S. EMPIRE STATE, was the Principal Speaker and Guest of Honor. The Distinguished Guests included among others, Vice Admiral H. C. Moore, '22, Cornelius Shields, Commodore J. S. Baylis '03, LCDR A. M. Tode '12, Dean S. Limouze (former Chairman of Maritime's Humanities Department, current Academic Dean at K. P., soon to be President of the Massachusetts Maritime Academy), Mr. H. Thranhardt (outgoing President of Maritime's Parents' Association), Commodore J. W. Anderson '15 and Regimental Officers, Cadet S. E. Peters and Cadet R. E. Berner. Cadets Peters and Berner solemnly tolled the "Silver Bell" for those who departed over that last gangway from which there is no return. This traditional ceremony follows LCDR Tode's retelling of the founding of our Alumni Association 62 years ago aboard the ST. MARY'S, and the origin of the bell. The college Glee Club was then joined by all hands in singing THE BELLS OF ST. MARY'S. Captain Olivet's remarks highlighted many unique events and adventures involving cadets and their training. He received a standing ovation upon its completion, the third ovation for him that evening. The Hampton Road's Chapter's President, L. Agiero '50, presented the Captain with a plaque describing that Chapter's best wishes. The Golden Anniversary Class, the Class of 1915, was represented by Commodore Anderson along with Captain J. P. Linder, F. Wight (whose son graduated in 1950), and Most Senior graduate present was Captain Harry C. Ballard, 1898, who also attended the Alumni Weekend at the Fort. John H. Price '41 represented the Boston Chapter. Among other notables were Carl A. Maass '11, longtime Secretary and Past President, current President Robert Moore '36, Secretary Lester A. Dutcher '49, Treasurer John P. Gaffney '61, J. J. Klocko, Jr., '41 representing the Washington, D.C. Chapter, Cadets from the school's Color Guard and selected Pershing Rifles.

Riesenbergs Hall Dedicated

On Saturday, May 8, 1965, Mr. John J. Riesenbergs unveiled the plaque in the lobby of the new Health and Physical Education Building, thus formally dedicating Felix Riesenbergs Hall.

After a Review of the Regiment on Newport Field, the Pershing Rifles trick drill team performed with great precision before the many visiting alumni, special guests, parents, and visitors.

In the Main Gymnasium the guests assembled for the Dedication Program. After the invocation by Reverend William G. Kalaidjian, Vice Admiral Harold C. Moore, President of Maritime College, made the opening remarks and introductions. Commodore John S. Baylis, graduate of St. Mary's class of 1903, made the Dedication Address and related the highlights of Felix Riesenbergs' life and maritime career. The Cadet Band played the National Anthem, and Monsignor John Halpin gave the Benediction. The ceremonies were concluded in the lobby, where John Riesenbergs pulled the curtain from the dedication plaque, mounted beneath the portrait of Felix Riesenbergs which was painted by his brother Sidney, thus making Felix Riesenbergs Hall a permanent part of Maritime College.

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Of The Past And The Future

SPEECH DELIVERED TO THE N.Y.S. MARITIME COLLEGE
ALUMNI ASSOCIATION ON MAY 7, 1965

There has been a lot of salt water over the dam during the past 31 years since I received my appointment on May 1, 1934. During that time, the school emerged from a two year professional course (which was reduced to 18 months during the war years); then immediately following the end of World War II, into a three year academy granting a B.M.S. degree. From this school emerged a four year course granting a baccalaureate degree as a unit in the State University of New York.

When I received my appointment in 1934, our country was in the midst of an economic depression, and times were such that families made great sacrifices to send their sons to school for two years and acquire a professional education which would enable them to make a living. There were few loans and no subsidies or scholarships in those days.

However, it was a good school, the enrollment was small and every student was given his share of that precious commodity in education -- individual attention. I might mention in passing that out of a deck class of 25 pre-war graduates five made the rank of captain in the U.S. Navy and one is now in line for flag rank. Not bad for a two year school!

In 1940, I went on active duty and I was assigned to the teaching staff of the U.S. Naval Reserve Midshipman School on board the U.S.S. ILLINOIS, whose name was later changed to the U.S.S. PRAIRIE STATE. It was the first pilot school of its kind and by the end of the war, 25,000 officers were graduated from this school! I went to sea in 1942 and after V-J Day, the Navy sent me back to Fort Schuyler where I was assistant to the Superintendent, Vice Admiral T.T. Graven.

Vice Admiral Herbert Fairfax Leary was appointed Superintendent in 1946 and we immediately went into a reorganization; we had four immediate objectives:

- (1) First, increase the course from 18 months to 3 years, issuing a B.M.S. which was sponsored by the N.Y.S. Board of Regents and passed by the N.Y. Legislature.
- (2) Second, we had to acquire a staff of teachers to teach courses in humanities, science and engineering. All of the professional courses were taught by our graduates who had come back from the war.
- (3) Third, we had to set up a library.
- (4) Fourth, the acquisition of a training ship.

Those who remember Admiral Leary may recall that there was no time lost in achieving these objectives -- there was no moss gathering under his stone.

I recall Admiral Leary's "Message from the President", in the 1947 catalog which read: "Attendance at the Maritime College is a privilege and not a right! And that was the way it was."

Early in 1946, we started to inspect ships that had just returned from the Pacific and on March 1, 1946, we went down to the St. George anchorage off Staten Island where we saw the U.S.S. HYDRUS (AKA-28) riding at anchor and we all fell in love with her even before hoisting. Four days later, we were notified that she was ours, and on March 15th, the ship was berthed at Fort Schuyler with all her equipment except her armament and at 1100 that date, she was officially turned over and rechristened the EMPIRE STATE II.

After a drydocking in Erie Basin, we were ready and on June 1, 1946 we left for Bermuda. We were the first maritime school to start its post-war cruises.

It must be reiterated that for five years our cadets had not been outside Long Island Sound. The officer staff had been assembled less than a year and most of us were still on terminal leave. It was good to get to sea with running lights, no convoys, task groups and no submarines -- "Peace was good!"

We had anticipated problems and they were with us throughout the cruise. The ship had no ports, awnings, and the steel decks afforded no protection against the tropical sun. The complement exceeded 400 so we had to conserve water and in order to do this, we had to shut down the fresh water system -- even the drinking water. When I inquired about buying water in Bermuda, I learned to my dismay that the cost was the same as fuel which at that time was excess

(Continued on page 3)

NEW ASSOCIATE DEAN (Continued from page 1)

Captain Cascini, who is presently the Chief of Staff, Eighth Coast Guard District, is a veteran of thirty years of varied Coast Guard experience. His military career began in 1931 when he entered the Coast Guard Academy Graduating from New London in 1935, Captain Cascini went on to establish a most impressive record for himself.

His range of experience has run the gamut from seagoing and shiphandling, to Marine Safety and Inspection, to engineering, to teaching, to administrative work. Captain Casini has served as the C.O. of the CGC's Bibb and Evergreen and of PC-556; he is also a qualified engineering officer of any vessel or base. From 1952-1955, our new Dean was the Merchant Marine Detail Officer in Naples, Italy. While acting in this capacity, he was on the staff of the Consul-General and served as liaison between his office and the Italian Admiralty and Headquarters Allied Forces Southern Europe.

During one portion of his career, the new Associate Dean taught ordinance, gunnery, and ballistics at the Coast Guard Academy for nearly five years; he was Department Head for the last three of these years.

In his present position as Chief of Staff of the Eighth Coast Guard District, Captain Cascini has administrative control over the entire District which extends from Apalachicola, Florida to Brownsville, Texas.



Captain Olivet Retires

It is with the greatest of pleasure and a deep sense of humble appreciation that we dedicate this issue of the Porthole to Captain Alfred F. Olivet who has announced his retirement as of 31 August.

He is not too well known to us by personal contact because we did not have the pleasure of serving under him on a cruise. However we've heard so much about this man, who has become a legend in his own lifetime that he seems like an old friend and a revered mentor.

We have tried to portray some of the highlights of his career in these pages and our only hope is that we do not miss too many of his great accomplishments.

Because he has served the school so long, so well, so unselfishly; and because we are part of that school and hope to be a part of it for the rest of our lives, his departure will mean a tremendous loss for us as well as the past and future generations of the College.

Summer is a time when a young man's heart turns to a lot of things, of which the Maritime College is certainly not one. Some of us have lost the direction we had when we first donned a uniform. With the summer cruise just at hand, it may therefore be an appropriate time for each of us to ask ourselves the question: "What am I doing here?"

The Maritime College, for all its faults and restrictions, offers advantages far beyond the scope of most other colleges. The Maritime industry is a vital and dynamic part of our economy. Within its structure there are opportunities for anyone who is qualified and ambitious enough to seize them. It is unfortunate for those whose only desire is a Third Mates license, but the days of "coming up through the hawse pipe" are, for the most part gone. Ships today are highly advanced and equipped with electronic and specialized equipment, which has come into being only since World War II. The training and experience necessary to qualify as an officer in our modern merchant marine can only be gained under the guidance and supervision of experts. Right here we have all the tools for success in our chosen profession, and it is the quickest way to attain this goal.

Not all of us have intentions of pursuing careers afloat. Even so, the license is good insurance; it's like money in the bank. Beyond this, a cadet, upon graduation, receives a Bachelor's degree. This degree is awarded as a result of an education which embraces much more than specialized training. When we look back we find that Maritime College graduates have enjoyed successful careers ashore in the Maritime industry as well as in other fields. The ships and the men that man them are only a small part of the intricate network of the industry. In these and other related areas there are places for us, when we are ready to fulfill the responsibilities.

With graduate study, we can prepare for still more varied employment, including law, economics, industrial relations, education, and many others.

To be sure, no other occupation can equal the salary paid to a ship's officer. All this will not be handed to you, and it's not the prettiest picture ever painted while we are here. At least we learn that there are all kinds of people in the world, and we've met most of them right here. We'll all live through it and maybe be a little better for it. So the next time your girl smiles at you, with that "don't go back there, stay with me" look in her eyes, remember there will be plenty of others, and if she is the one, you'll look even better to her with twelve thousand dollars a year at your disposal.

Now think again, "Is it worth all this?" Cheer up---see you on the cruise!

Campus Belles



Miss Kathleen Keigan

Kathleen Keigan is a 17 year old surfing enthusiast from Centerville, Long Island. Between riding the waves and avoiding the soap, Kathleen finds time from a great deal of reading. This September she will leave for college in Massachusetts, much to the dismay of Jerry Hopper, 3/c.



Miss Ann Carroll

This campus belle is Miss Ann Carroll, a 17 year old blond from Riverdale, New York. Upon graduation from St. Barnabas High School, she intends to study retailing at Grace Institute in New York City. Ann is keenly interested in women's fashions and is also proficient in most aquatic sports. A familiar face here at the college, Ann is seen at all of the social functions, escorted by Jim Nagle, 3/c.

A Long And Illustrious Career

Captain Alfred F. Olivet began his sea-going career as a cadet on the school ship NEWPORT in 1920. Some forty-five years, twenty-eight cruises, about 150 ports of call, and nine thousand cadets later, the Captain has reached retirement age and he no longer is eligible to skipper the training ship according to State regulations. This to him means only a change in environment because he plans to continue his sea-going career with some other activity as soon as he can after August 31.

Upon getting his first papers for his two-year course of training on the NEWPORT, Capt. Olivet sailed with Standard Oil for several years as a seaman, and third, second, and chief mate. He got his Master's Ticket in 1929 and had first-class pilotage for Lower New York Bay and Harbor, and both rivers as far as Yonkers and Welfare Island.

Then in 1934, May 1, came the big break for New York Maritime -- he was appointed instructor and watch officer for the training ship. He was one of four deck officers who stood a 24-hour watch every fourth day besides handling a regular teaching load in navigation, trigonometry, and spherical trig with its relationship to navigation.

His first cruise was on the EMPIRE STATE I and the trip across the Atlantic took twenty days at the break-neck speed of seven knots. After the 1940 cruise, he received his orders to active duty as a jg.

He reported to the USS ILLINOIS, later named the USS PRAIRIE STATE, which was the floating base for a midshipman school at 135th St. on the Hudson River. The school eventually turned out a grand total of 25,000 ninety-day workers. Even so, the Captain says that he was proud that these new officers could work star sights and compensate their magnetic compasses. He figures that he spent the happiest 20 months of teaching there. When he reported on board for the first time, he was asked the usual question by the department officer: "How long has it been since you were at sea?" The Commander almost swallowed his pride when he heard the answer, "Last week". However, he fully appreciated the young jg's ability and within a few days rewarded him with his own schedule of classes which made a grand total of twenty-eight weekly sessions plus five labs for the new officer. He had Sundays free from classes so that he could correct the papers.

In 1942 he was assigned as navigator on the AKA 13, the USS TITANA, nearing completion in Kearney, New Jersey. The training period lasted four months in Chesapeake Bay. If anything, the duties were getting tougher and more numerous. Here is a list: He was watch officer, navigator, later executive officer, training officer for promoting rates, secretary of the officers' mess, welfare officer, and chaplain.

He and his ship saw service in the African campaign at the Landings in Saffi and Fedela. After coming back to Norfolk for repairs, the ship was loaded up for the South Pacific. Christmas Eve of 1942 was spent crossing the isthmus at Panama. After nine months in the Guadalcanal area, he was flown back to take over a new tanker, the fleet oiler USS CALIENTE. Just before setting off for the Pacific once more, he was hospitalized with an attack of pneumonia which lasted three months and cancelled out that voyage.

His next assignment was across the way at Kings Point and he stayed there until V-J day. At the Federal Academy he was head of the Deck Department in charge of one-half of the total of 3400 cadets and an officer staff of 104.

In 1945 he came back to Fort Schuyler as Assistant Superintendent and Commandant of Cadets under Admiral T. T. Craven. He was a Commander at this time, but shortly afterwards was given a spot promotion.

Captain Olivet then began his lengthy and successful career as Commanding Officer of the training ship and Commandant of Cadets at the newly reorganized school now designated as the Maritime College. He served under three more presidents: Admirals Herbert Fairfax Leary, Calvin Thornton Durgin, and Harold C. Moore.

By his unselfish efforts and his unwavering interests in the young men at the college, the Captain has helped to create a favorable picture of Young America throughout his hundreds of ports of call. His record of friendliness, interest, and respect for and in other peoples on foreign shores had a great deal to do with the welcome and hospitality enjoyed by the cadets during the cruises.

He was the proud leader of many a shipload of goodwill ambassadors who always left the foreign ports in an atmosphere of mutual respect. The foremost aspect of this thoughtfulness was his role in helping to restore the war-torn church of St. Mary's in England with its famous bells. The 1945 cadets on the cruise knew that Captain Olivet was interested in helping rehabilitate the church and get the bells ringing again. A voluntary cadet contribution netted a sum of \$100.00. When the cruise was over and the Alumni learned of the church's need, they contributed another \$100.00.

Because the school had adopted the song about the "Bells of St. Mary's" in the early 1920's, and because the school was represented on the foreign shores by such a man as Captain Olivet, the church obtained \$200.00 in its time of need. It was but one of many acts of good will and the gestures of friendliness so typical of this roving ambassador and his constituents.

The Captain will be sorely missed by his many friends at all the ports visited by the training ship from now on.

His Ships And School

During his career as a cadet, instructor, and commanding officer of the training ship, Captain Olivet sailed on four different vessels. His student and instructional cruises in 1920 and 1921 were made on the NEWPORT, which served the school from 1908 to 1931. When he was appointed to the teaching staff in 1934, the EMPIRE STATE I was the school's base of operations. In 1931, the ANNEX was bought and tied up alongside the EMPIRE STATE I to serve as classroom and living quarters for the cadets until the permanent shore base at the Fort was taken over.

When the Captain returned to the school after World War II, he quickly learned that the training ship had reached the end of its usefulness. He was instrumental in picking her successor, the USS HYDRUS, which was renamed the EMPIRE STATE II and served its post-war purpose for 10 years. She was perhaps the Captain's favorite home on the waves. He says that with her turbo-electric drive and full backing power, she handled like a motor launch.

In 1956, after many rumors and other false premises (which included the acquisition of a luxury liner for the training cruises) the hospital ship MERCY was obtained to replace the EMPIRE STATE II. The EMPIRE STATE III did not prove too satisfactory, and the Captain never had complete confidence in her ability to deliver. He was right. On the first cruise they got to the French port three days late. He was glad to see her go to the bone yard in 1960, where he had always figured she belonged.

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Appreciation

The Regiment congratulates the library staff for their continuous efforts to improve the cultural atmosphere here at the college. The lectures and movies held in the new library have stimulated the intellectual curiosity of all of us.

Maritime Day

The largest and most diversified parade honoring the American Merchant Marine ever held in New York marked the National Maritime Day ceremonies Friday, May 21, at the World's Fair.

More merchant marine officer cadets marched than in any previous Maritime Day ceremony, it was reported by the American Merchant Marine Institute, parade sponsor, which received the cooperation of American-flag steamship and port interests and the Maritime Administrator, Y. S. Department of Commerce. The line of march included:

- (1) 500 cadet - midshipmen from the U. S. Merchant Marine Academy, Kings Point, L.I.
 - (2) 500 cadet - midshipmen from the State University of New York Maritime College, Fort Schuyler, the Bronx.
 - (3) Ten color guards.
 - (4) Four bands.
- The color guards were from as far away as Texas to the South and Maine to the North. Strong Armed Service support for the Merchant Marine was evidenced by color guards from the Army, Marine Corps, Navy, Air Force, and Coast Guard.

The United States Coast Guard Academy sent its Band from New London, Connecticut. The Band of the Third Naval District did not march in the parade but performed at the U. S. Pavilion.

The Marine Maritime Academy and the Texas Maritime Academy furnished color guards. Maine in addition, had a drill team in the ceremonies, which performed along with teams from the U. S. Merchant Marine Academy and of course are own P. P.'s.

New York's own vocational high school for seamen was represented with a color guard. The school is conducted aboard the Liberty Ship John W. Brown, moored on the East River at 25th Street.

The National Maritime Day parade started at 2:40 P.M. from New York Avenue beside the Singer Bowl. It circled the United States Pavilion, where the formal ceremonies were held, and march along the Court of States to the Unisphere, returning to the speaking area on the northeastern face of the United States Pavilion.

A colorful 50-minute program had been scheduled to honor the American Merchant Marine. Alvin Shapiro, Executive Vice President, American Merchant Marine Institute, was master of ceremonies.

The theme of the day was the importance of maintaining a strong privately-owned merchant fleet, including passenger ships, cargo liners and oil tankers.

National Maritime Day has been proclaimed by President Johnson, following a joint resolution of Congress passed in 1933.

A World's Fair proclamation by Mayor Robert F. Wagner called upon all New Yorkers "to make his observance a truly memorable one by displaying the national flag from their homes and places of business and by other public recognition of the significance of American ships to our Port and to the City's well-being."

18 days

Till First

class graduates

OF THE PAST (Continued from page 2)

of \$3.00 per barrel -- it was out of the question. I left Granway Deep anchorage in Bermuda with 25,000 gallons, just one day's supply; I was never so low on water before or since.

When we transited the canal we filled our tanks from Gatun Lake and our first port was Galloa, Peru and we were received well. On the way home, I had to stop the ship in the Gulf of Panama in order to allow Dr. Mustard, our surgeon, who had just mustered out of the Marine Corps, to perform an emergency appendectomy on Cadet Bower 2/C, and he saved his life. This was a serious case; peritonitis had set in; and I was seriously considering a plane transfer at sea in order to get him to the Naval Hospital at Balboa. But he pulled through -- thanks to the miracle drugs.

After leaving the canal, we stopped at Havana and while we were there, we played the University of Havana's varsity team in basketball and baseball.

The basketball game was played on an open court and it was hotly contested, rough and dirty. I thought it was going to wind up in a riot. When the half time came around, the score was 48 - 48 when a heaven sent shower came pouring down. I turned to Mr. Reardon (an American) who was their coach and we both decided to call it off -- no one lost face!

They beat us in baseball the next day 6 - 5, and I must say that Cubans play good ball. We had a good team!

After a short visit to St. Petersburg, we returned to Fort Schuyler. Every engineer officer lost from 20-30 pounds that cruise. But the crowning achievement was when Admiral Leary had a U.S. Navy engineer from the Brooklyn Naval Shipyard inspect the plant, he said: "I don't know how you ever did it!"

I asked Andy Hirth, my chief, and Bill Muir, my First Assistant the same question.

Let me say this -- that cruise revamped the whole Cadet Corps; it had separated the men from the boys!

After that cruise, we knew what our shortcomings were and what we had to do to make the ship livable. There was only \$50,000 available in the Maritime Commission Fund for voyage repairs but we needed \$100,000 more to do the things that had to be accomplished. So we bought a Canadian destroyer escort for one dollar, brought it to Fort Schuyler, took off what equipment we could use, and sold her for scrap for \$80,000 -- we were in business.

During the overhaul before the 1947 cruise, we completely overhauled both engine rooms and we added the following:

1. Wooden decks throughout.
2. Magnitized all interior spaces.
3. Added 130 ports (there were none before).
4. Added 125 stainless steel washbasins.
5. We had awnings made for the entire ship.
6. Tiled all washrooms.
7. Each cadet had a full length locker.

We now had a fine training ship and I might add, this was the finest training ship we ever had. She was turbo-electric drive, full backing power and handled like a motor launch!

The year 1947 was unique in that it was the first European cruise since 1939, nine years had elapsed. We went to Bermuda, Lisbon, Villefranche, Trinidad for fuel, and Miami.

We were in Lisbon that year when Portugal was celebrating the Eighth Centennial of the expulsion of the Moors 1147-1947. It was a magnificent spectacle.

Our 1948 cruise was in a way the most interesting of all the cruises in the post-war period. We were at the scene while the Marshall Plan was making history. It was just starting at that time and we were able to see at first hand how Western Europe was trying to save itself from Communism. The United States was definitely committed to keeping Europe alive economically.

On this cruise, we had as an observer, Mr. Thomas M. Parks, a representative of the New York State Department of Commerce who visited the Chambers of Commerce of nine countries; and he spoke to hundreds of business men. He discussed the problems, grievances and he established contacts with firms in New York State. At that time we were studying the possibilities of using the EMPIRE STATE II as a display ship for New York State firms but our reactions, resulting from Mr. Parks' study indicated that there were too many obstacles and we dropped the idea.

By 1948, the school was well ahead in the three year program and we were looking forward to expanding to a four year curriculum. Governor Dewey incorporated all the State schools in one unit and the State University of New York was founded. Mr. Farrell, president of Farrell Lines, in an address before the Alumni Association, rated the New York State Maritime College tops in its field that year. The following year we introduced a post-graduate course which enabled former graduates to come back and complete their credits for a degree as day students. Approximately 450 took advantage of this program.

In 1949, the EMPIRE STATE II went to Cork, Ireland and Portsmouth, England. While the ship was in Cork, I went to Dublin and met Mr. DeValera and that started a pleasant relationship which has continued down to the present time. I was always an admirer of this wonderful man!

While I was in Portsmouth, I carried out a mission requested by the Executive Committee and that was to visit St. Mary's Church, the mother Church of Southampton. It was this church which inspired Douglas Furber and A. Emmet Adams to write "The Bells of St. Mary's" which our Alumni had adopted as our school song in the early 20's.

The church had been blitzed in 1939. Meanwhile, when I returned to Portsmouth and I had told the cadets about this visit, and before I knew it, they passed the hat around and raised \$100 which they requested be turned over to the St. Mary's reconstruction fund. When the ship returned to New York, I related the story to the Alumni Association and they donated another \$100 for the restoration.

So at noon on 25 January, 1950, the Rector of St. Mary's, the Rev. George Hales, came aboard the S.S. AMERICA where he was received by Captain John Anderson, Master; Captain Alexanderson, Staff Captain; Mr. Colby, First Officer; and Mr. Kpanka, Second Officer; all graduates of the Maritime College. Captain Anderson made the presentation. That evening under the Captain of Rings, the Bell Ringing Team rang out "The Bells of St. Mary's"; "The Young Love, the True Love" had come from the sea.

I went back to St. Mary's in 1961 when the EMPIRE STATE IV was in Southampton. St. Mary's reconstruction had been completed and the church looked beautiful. I sat in one of the front pews and looking over my left shoulder, I was surprised and pleased to see a gold plaque commemorating this good will gesture and the good will engendered between our two countries. This was public relations at its best.

It was during these early post-war cruises we could see the effects of bombing and war damage everywhere. At sea, we had to be careful and stay in the mine swept channels, wrecks were everywhere, many still showing their masts above water. Floating mine reports were daily occurrences and ships were frequently hitting

(Continued on page 10)

Captain Olivet..

A Glimpse Into His Life





CAPTAIN OLIVET

is a man who has won the sincere respect and admiration of all who have known him.

We view his leaving the college with deep regret, but his memory will stay with us forever.



A. Lawrence
 H. Wood
 John A. Antonucci
 Alie Rosenberg
 Matt Quinn
 J.C. Delmar
 J. A. Lett
 K. Henry
 John B. Casner
 Arthur Spring
 Thomas D. Williams
 Ronald S. Kueger
 James J. Nolan
 J. Army
 J. H. Gullott
 Patricia Murphy
 William Holsagar
 V. M. Duro

Norma W. Wynn
 John L. Mathison
 Cass R. Kramer
 Edward F. Pflaging
 Herman J. Secker
 Alphonse Frandica
 James Cashion
 Lois T. Tamenia, Jr.
 Donald T. Allcock
 Eugene Gange
 Robert B. Zulauf
 Robert A. Minton
 J. Mc Neer
 Peter R. Nobile
 M. V. M. Dermatt
 B. M. Hamish
 Charles L. Knell
 Joseph H. Witten
 James Kroestis

Paul Feather Roger Reinhart Florence Magdaro Robert A. Bogni
 Guy D. Simons Myron Recordon James L. Harrison Oscar Lynn Anne Mc. Blauplan
 William S. Decker Robert Vandewerke T. Strathmore S. Diagortino Marc Treacy
 Lester A. Switzer Matt. Tuomey G. Mott V. J. at L. Lena D. Salvo
 J. J. Ligon Herbert H. Barty Gary Kaftery Ernest Emma Jackson
 James G. Pauland Peter V. Olson Nick Ogard Peter J. Hoffman Richard W. Conner
 Donald W. Whitford Tom Hidalgo Edward Hallman John J. Hoffman Eugene Sprank
 J. C. Clark Ray J. Luson Francis P. Diehl B. Mott Farmondy
 Fredric C. Longman Julie Tadder James Henry Reckins Victor T. Knoll
 Stanley Simpson William Hedson
 Robert M. Kelly J. Cook Alfred Adewu
 M. Kelly

Robert A. Bogni
 Anne Mc. Blauplan
 Marc Treacy
 Lena D. Salvo
 Emma Jackson
 Richard W. Conner
 Eugene Sprank
 John Willson
 B. Mott Farmondy
 Victor T. Knoll
 James L. Carroll
 Vincent James Amatore

CLASS OF 1965

Timothy A. Laska	Brian E. Berger	Andrew J. Fiorina	Richard A. Bernardi	Brian O'Donnell
Joseph C. Peters	Harold Sturina	Robert P. Schmitt	Eugene F. McAvoy	Richard W. Evans
Anthony J. DiStella	Alan W. Cannon	Michael W. Spicardi	Anthony Yacino	John Teller
John E. Millard	William J. Benson	Michael W. Spicardi	Robert S. Bahr	Thomas Miller
Earl Hay	George A. Rogers	Frank H. Cannon	Edward J. W. Judge	Darley Fordhill
Russell Rupp	Roger Nejes	Peter J. Karschky	Joseph D. Piquaker	Rudolph Pleasant
William R. Little	Robert A. Pavoncel	Alan G. Wroble	Diana J. Skeels	Claude Williams
Kyle Thomas	Robert A. Pavoncel	Donald A. Haggerty	Robert Schaffran	Linwood Seaborn
Clay C. O'Leary	Landall Hummer	Michael J. ...	William J. ...	Heather B. ...
Anthony ...	James L. McTully	Robert J. ...	Alfred ...	Paul ...
Cliff King	Rough Touch	Ronald J. ...	Richard C. ...	Dennis Brunister
John S. McLean	Robert J. ...	Robert J. ...	Travis P. ...	James S. ...
Richard V. May	John T. ...	James K. ...	James S. ...	Ronald M. ...
Margaret Zappunt ...	Ernest Edward Mott	Robert ...	Gary S. ...	William R. ...
Bruce S. Gimmelman	Robert ...	Frederick ...	William R. ...	Carlton S. ...
Richard C. Cook	Robert ...	William ...	Robert ...	Robert ...
Thomas J. ...	Dennis T. ...	John Payne	Robert ...	Robert ...
Thomas George Hall	Uwe ...	John Payne	Robert ...	Robert ...
James F. ...	Louis E. ...	Robert ...	Robert ...	Robert ...
Peter O. McKinney	Richard H. ...	William ...	Robert ...	Robert ...
William T. ...	Michael E. ...	Frank H. ...	Robert ...	Robert ...
James P. ...	Michael ...	W.D. ...	Robert ...	Robert ...
Daniel L. ...	Joseph J. ...	Luis V. ...	Robert ...	Robert ...
Pat ...	Robert ...	John D. ...	Robert ...	Robert ...
Doris ...	Bernard F. ...	Carol ...	Robert ...	Robert ...
Mary ...	Charles ...	Carol ...	Robert ...	Robert ...
Paul ...	James D. ...	Robert ...	Robert ...	Robert ...
Dorothy ...	Richard ...	Robert ...	Robert ...	Robert ...
Nora O'Connell	James D. ...	Robert ...	Robert ...	Robert ...
Maria ...	Richard ...	Robert ...	Robert ...	Robert ...
Ethel ...	Richard ...	Robert ...	Robert ...	Robert ...
Earth ...	Richard ...	Robert ...	Robert ...	Robert ...
Pat ...	Richard ...	Robert ...	Robert ...	Robert ...
Mary ...	Richard ...	Robert ...	Robert ...	Robert ...
John ...	Richard ...	Robert ...	Robert ...	Robert ...
Mary ...	Richard ...	Robert ...	Robert ...	Robert ...
Cathy ...	Richard ...	Robert ...	Robert ...	Robert ...
Betty ...	Richard ...	Robert ...	Robert ...	Robert ...
Pat ...	Richard ...	Robert ...	Robert ...	Robert ...
Mildred ...	Richard ...	Robert ...	Robert ...	Robert ...
George ...	Richard ...	Robert ...	Robert ...	Robert ...
George ...	Richard ...	Robert ...	Robert ...	Robert ...
Joseph ...	Richard ...	Robert ...	Robert ...	Robert ...
Bruce ...	Richard ...	Robert ...	Robert ...	Robert ...



HIS SHIPS *from sail to Power*



The Newport



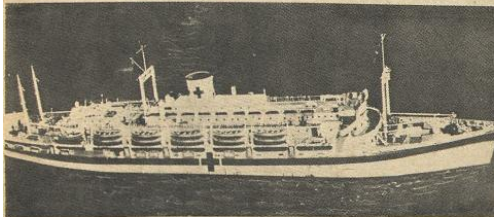
The Newport and the USS Procyon, renamed Empire State I.



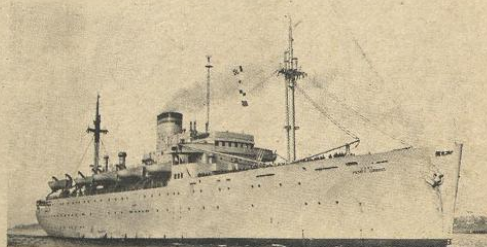
Captain A.F. Olivet '21



USS Hydrus, renamed Empire State II.



The training ship Empire State III formerly the Hospital ship Mercy.



U.S.N.S. Henry Gibbins, renamed the Empire State IV.

Special Students



Although most of the cadets know them by face, not much else is known about Maritime College's two special students from Liberia, Mr. Issac Chie Davies and Mr. Plato Aurtidge.

Both Mr. Davies and Mr. Aurtidge are here on a one year scholarship given by the Monrovia Port Management Company of Liberia as part of its training program for employees. They are taking 12 courses during the year in Admiralty Law, Accounting and Marine Transportation.

Mr. Davies is from Grandiss, Maryland County, Liberia. He graduated from the University of Liberia in 1962 with Bachelor of Arts degree in political science. He was an Assistant Office Manager with the Monrovia Port Management Company before applying for the scholarship. Out of 8 applicants, he was the only one eligible, for the Maritime College required that students have a college background.

Mr. Aurtidge, who comes from Grandassa County, graduated from the University of Liberia in 1962 with a Bachelor of Science in Mathematics. He had taken his first two years in engineering but the University did not offer a four year course. He had hoped to be able to go abroad and finish his engineering studies. Upon graduation, he began to work for the Bureau of Natural Resources and Survey as a surveyor in training. He was recommended for the scholarship by the President of the University.

Both men arrived in the United States on September 13, 1964. After orientation by the African-American Institute, they arrived at the college. During the Christmas leave period, they spent a week in Washington D.C. and a week in Manhattan. During the Easter leave period, they were guests at Universal Sevedoring Co., in practical observation.

After finishing classes, Mr. Davies and Mr. Aurtidge hope to visit some ports along the eastern seaboard before returning to Liberia. They will return via Europe, so that they can observe the port of Rotterdam.

Upon returning to Liberia, both men will work for the Monrovia Port Management Company. Mr. Davies will work in the administrative offices and Mr. Aurtidge hopes to work in operations. The port of Monrovia, which was completed in 1948, is one of the few places on the west coast of Africa where ships anchor. It has a 2000 foot long pier which can accommodate 4 dry cargo vessels, finger jetties for the unloading of iron ore ships, and finger jetties for the unloading of tankers. The port handles more than 25 ships a month.

Both men think that the courses here at the Maritime College are quite good. They have acquired a great deal of knowledge of which they may not be able to use everything. They hope that in the future the training program may be lengthened to two years which would benefit both student and company. They have enjoyed their stay here at the Maritime College and they feel that both faculty and cadets have been friendly and helpful in every way possible.

Use Of College Scholarship Service

The Maritime College has subscribed to the services of the College Scholarship Service of Princeton, N.J., in accepting and considering applications for National Defense Student Loans and scholarship awards made by the Maritime College. This means that any cadet who plans to submit an application for a National Defense Student Loan for the school semester of February 1966 and any semester thereafter is required to have his parents submit a Parents Confidential Statement.

The purpose of the college subscribing to this service is to get a more accurate picture of the financial needs of students and to make as wide a distribution of funds available under the National Defense Student Loan or the scholarships available at the Maritime College to those students in need.

It will therefore be required of every student who intends to apply for a National Defense Student Loan for the Spring Semester of 1966; the cruise period of 1966; or the Fall Semester of 1966 to have submitted a Parents Confidential Statement to the College Scholarship Service of Princeton, N.J., prior to 1 October 1965.

An application for a Parents Confidential Statement is available at the Dean of Students Office, or the College Scholarship Service at Princeton, N.J. The Maritime College has been given code #2536 for those who are interested in submitting an application.

It is important for all cadets to know that the Parents Confidential Statement is not necessary for a Regents Scholarship or a Scholar Incentive Award, or any other scholarship outside the college. It is only necessary for the National Defense Student Loan and such scholarships as the Rudder Club, Marine Square Club, Tode Foundation, and Dexter Fellow Tent.

Any cadet needing further information on this should inquire at the Dean of Students Office.

Thomas Miller has been named supervisor of the custodians in the fort area as of 13 May 1965. He succeeds Peter A. Campbell who retired on 30 April. Mr. Miller was formerly the assistant to Mr. Campbell and took care of the Administration Offices and the classrooms that were recently converted to the Business offices. His assistant will be Donnelly Thornhill.

College Work-Study Program

The Maritime College has made application to the Department of Health, Education and Welfare for a College Work-Study Program for the school year 1965-66.

The purpose of this College-Work-Study Program is to provide, through employment, financial assistance to students who are in financial need.

The way the program works is, a committee at the Maritime College (made up of Department Chairmen and members of the Administrative Staff) has indicated certain work assignments that can be performed within the various departments. These work assignments are given such titles as Lab Aides, Clerical Aides, Physical Education Aides, Library Aides, and Dormitory Aides. In these jobs a cadet would be allowed to work on an average of eight to twelve hours per week (not more than fourteen) and by this work he could earn approximately \$200 per semester. This work could also be performed on weekends.

It is hoped that students who are interested in these positions will not be held to a rigid schedule of work unless it is absolutely necessary, but will be allowed to work whenever their academic work load provides them with free time.

Certain standards are set up for those who wish to apply for this Work-Study Program and one is the factor of financial need on the part of the cadet. However, all cadets who have been awarded a full Scholar Incentive Award of \$400 are eligible to apply. This program does not prohibit out of state or students outside the United States from applying for one of these College Work-Study jobs.

The Maritime College, in applying for this College Work-Study Program, is doing it on a trial basis believing that there is a need for financial assistance on the part of certain students and to help them obtain money while attending college without using loan funds which have to be paid back upon graduation. Initial interest on the part of the cadets at the college toward this program has not been very high, but it is hoped that this article will create an interest in cadets who need financial assistance to apply to work in the Fall term. There are approximately twenty-four positions available for the 1965-66 period in which a cadet could earn approximately \$400 during the two school semesters.

Any one interested in further information regarding this program should see the Dean of Students.

Parents Assoc. Last General Meeting

Friday, May 28
at 8:00 P.M.
CAPTAIN PHILLIPS
will speak about

THE CRUISE

A
Question and Answer
Period will follow.

REFRESHMENTS
will be served.

OF THE PAST (Continued from page 3)

them. This was where we had to bear down heavily on our "new mugs" to keep a proper lookout and they did.

1950 seems so long ago yet up and until that time the Spaniards had received no European Recovery assistance and they could not understand our attitude towards their government. Their reason was that they had fought the Reds and by defeating them they prevented the formation of a communistic state south of the Pyrenees. Many political writers today believe that all Western Europe would have been overrun by communism if Spain had not fought them and won.

However, the Spaniards felt then that the United States would need them as an ally and they were waiting for us to come to them. History has proven that they were right!

During this period, our visits went a long way in cementing our relations with Spain. In 1950, we were the first training ship to visit that country and the interest shown in the EMPIRE STATE II while the ship was in Barcelona was amazing. Thousands visited the ship and other thousands were turned away. Up until the time we left, we had had over one hundred press releases throughout Spain which I believe was an unsurpassed record.

In 1951, we visited Bilbao, Spain, the Basque country. The Basque country is famous for three things; their excellent cuisine (especially sea foods); their choral singers; and their beautiful women.

"The Very Noble Village of Portugalet" (its real name) at the entrance to the Nervion River where the ship tied up, declared a "Fiesta Week" and mothers permitted their daughters to mingle and dance with our cadets without formal introductions; (A thing unheard of in that country). This was one occasion when our cadets could use their Spanish without inhibitions and restraint. The local citizens were surprised that so many "Americanos" could speak their language and do you know something? So was I!

One night, while the ship was tied up at "The Very Noble Village of Portugalet", an incident happened which might have had tragic consequences if the Spanish sentry had been a better marksman. Unknown to us, the Spanish military authorities posted several armed sentries at night in the vicinity of the ship just to forestall any communistic disturbances by the left wing element.

One night an overleave cadet was seen running towards the ship, whom the sentry mistook for a red, and he took aim and fired his rifle. Fortunately it was pitch dark and he missed.

I can assure you that this cadet was never overleave after that. In one of his letters, Mr. Montague Pigott, our Consul in Bilbao, had this to say: "I can only wish that we might have a few more EMPIRE STATES do for our country what your cadets have done here!"

That same year, we went to Leth, Scotland, where the Highland regiment paraded the band in our honor at a retreat in Edinburgh Castle. At that same ceremony, our Pershing Rifles, of approximately 75 cadets, put on an exhibition before a crowd of 6,000. It was the first time in the one thousand year history of Edinburgh Castle that a foreign government was ever permitted to do this! In 1953, the ship went to San Juan, the port for San Sebastian, the summer capitol of Spain. This was the port from which Lafayette departed from when he set out to join Washington's Army. I saw General Franco fishing from the stern of a Spanish destroyer and I noticed another destroyer astern with sailors manning machine guns fore and aft.

It was there that I met the Admiral of the Ocean Seas, Christobal Colon, 27th direct descendent of the Great Navigator who was assigned to me as my liaison officer by the Spanish Commandant. Although he held the honorary rank of Admiral of the Ocean Seas (with an honorific insignia), he insisted upon it being a prerogative to be inherited by all his descendants and Queen Isabella acceded to this; he was a Spanish Navy Lieutenant and at that time he was in command of a tug.

It was customary when in port to muster the band for morning colors. Following colors, the band would play the National Anthem of the country we were in followed by our own. This ritual was then followed by some lively tunes which was a pleasant way to start the work day routine.

We were in Santander, Spain in 1954 where a local wine merchant enjoyed our band so much that he sent the following letter:

"Sir,
I do not know where I heard the joke that farmers, clergymen, and members of the armed services do not really work too hard but what they do, they do early.

As proof of how your neighbors in the wine trade enjoy the concert given from 0800 to 0890, please allow us to offer, as a token of friendship, this demi-john of red table wine, 13% alcohol strength for members of the brass band, in acknowledging their concert.

P.S. - They may bring back the empty cask to our cellar."

What would you do in my place?
In summing up these nineteen post-war cruises involving three training ships, there were 114 port of call. Out of 114 ports, there were only two occasions when a casualty necessitated a delay of one day. One hundred twelve ports were made according to our schedule. Considering that there were a total of 9,000 persons involved in this total operation and bringing 400-500 young people abroad each year, the disciplinary cases were few and those of you who served know we ran a tight ship.

Before ending this talk, I would like to say a few words about the future and where we are heading.
A rather comprehensive preliminary report has recently been submitted by the "Long-Range Curriculum Study Group". This is a committee formed to project the college into the future and which is part of the Master Plan project of the State University of New York.

Let me reiterate, our identity as a maritime school can only continue its important role if its efforts produce graduates who will go to sea.

Here are some of the questions facing this study group today:

- (1) Could more than the present programs be offered and still meet our obligations to the maritime industry?
- (2) And could this be served by issuing two degrees in the Marine Transportation Department, one a baccalaureate and the other an associate?
- (3) Could both exist side by side on one college campus with course offerings for one group of students and different course offerings for the other group?
- (4) Remember our faculty must determine what direction the curriculum will take and also determine what the school should be ten years from now.
- (5) Could this institution become widely known both nationally and internationally as an academic center for studies in trade and transportation whose academic program would be truly unique and significant?
- (6) Can these proposals lead to innovation which do not contradict or even destroy the traditions of America's oldest maritime school?

In conclusion, I am proud of the fact that in 19 cruises there was never a fatal accident on board; and for that I am truly thankful. I am thankful too, to the Alumni Association for allowing me this privilege and honor of addressing you.

Maine Wins Academy Race And Fort Schuyler Finishes Second

The annual Maritime Academy Pulling Boat Race was held here on May 15. Nine-man crews from the Maritime College, Kings Point, Massachusetts and Maine Maritime Academies competed in the one mile race. Maine was the winner with a time of 11:33. Our crew finished second when they failed to rally in the last hundred yards. Massachusetts and Kings Point finished a poor third and fourth respectively.

At the start of the race Kings Point pulled out in front of the other three boats by about seven feet. As all the crews finished their starting sprints, Fort Schuyler and Maine began to battle it out. There was a strong

current opposing the boats but this appeared to effect only the Kings Point crew. At the half way mark the race was clearly between Fort Schuyler and Maine. With about three hundred feet to go an unexpected wake from the starter's boat changed the complexion of the race. Our crew was forced to break strok, while Maine rowed into the lead. A valiant recovery effort wasn't strong enough to catch the victorious men from Maine.

The judges of the race were Wayne H. Christensen, Commander of the Hague Post, and Harry Wilson, representative of the Norwegian Government Seaman's Service in New York.

Third Class Leads For Admiral's Trophy

One of the greatest turnouts ever was witnessed at this years intramural track and field events. The final point scores were: THIRD CLASS (67)-56 points Fourth Class (68)-54 points Second Class (66)-35 points First Class (65)-15 points

The THIRD CLASS is leading at the present time in total points for the Admirals' Trophy by more than one hundred points over the second place team which is the Fourth class. One of the most exciting races of the afternoon came from Harry Trendell, 3/c, who ran the 880 yard dash with a tremendous kick in the final half-lap. Harry's time was 2:15.8. Probably the biggest surprise came when Tom Cinielli captured the 16 lb. shotput medal. Tom's longest throw was 35'-11.5", topping Tim Buck, last years winner.

In the 440 yard run, Gruenther, 4/c, set a new school record

with a time of 55.6. The great second class 880 yard relay team of Al Pendick, Wally Elston, Ralph Cantor, and Warren Torns also broke a previous school record, by clocking in a time of 1:45.5 seconds.

The 100 yard dash was taken by Kirkland, 4/c, with a time of 10.7 seconds, and the mile was won by Parker, 4/c, who ran in 5:18.2. In the high jump event, Brooks, 4/c, edged out Travis McIntosh, 1/c, with a jump of 5'-10". Tim Buck won the standing broad jump with a distance of 9'-5.5".

Credit must be given to Cliff King and Bill Luckas, 1/c, who did such an excellent job in helping to coordinate the special events; and of course, Coach Matt Twomey was cheering the men on as vigorously as ever and giving out words of praise and encouragement to all who participated.

Maritime Acquires Wrestling Coach

Roger Reinhart, Director of Athletics, has announced the appointment of Lawrence Sciacchitano as Instructor of Physical Education and Coach of the Varsity soccer, Wrestling, and Tennis Teams effective September 1, 1965.

Currently undertaking graduate study and working as a graduate assistant and assistant wrestling coach at the University of Georgia, Mr. Sciacchitano is the recipient of many honors as both a collegiate and AAU wrestler. Listed among his achievements are the following championships: four times Metropolitan Intercollegiate Conference Champion, National YMCA heavyweight Champion 1961, Wilkens Open Tournament Heavyweight Champion 1965, and Eastern Greco Roman Champion 1964. He qualified for the Olympic Trials at the World's Fair last summer, but lost to the U. S. Team Representative. He is a graduate of Montclair State College where he won four Varsity letters each in Football and Wrestling, serving as captain of the matmen for three years.

With our known potential, and Mr. Sciacchitano's leadership, Maritimes' new wrestling team is eagerly anticipating a successful season next year.

Baseball Roundup

by BOB FOGARTY

The baseball team has had quite a rough season and their one victory and nine setbacks seem to emphasize that fact. Coach Roger Reinhart and "Duzz" Recordon tried to find the best possible combination.

Only "Porky" McIntyre and Brian Skeels will be lost by means of graduation. Remaining infielders for next year will include Tom Crawford, Paul Bligh, Paul Mason, Ray Peterson, and Freddy Fictman. Pitching will probably be the strongpoint of the team once again with Kevin Brandt and George Sacco doing most of the hustling. It is hoped that Earl Stuart and Tom Montayna have ample replacements in the infield so that they may move to more familiar surroundings in the outfield. Joe Bishop and Hank Scully will return next season to handle outfield chores.

In the Team's last three games of the season, setbacks were suffered at the hands of the Farmingdale Aggies, Danbury State Teachers College, and Drew University. The game against the Aggies was played under the lights with Kevin Brandt on the mound. Key pitched one of the greatest games in his career, striking out ten batters while yielding only four hits. However, the team hitting left something to be desired as nine unearned runs crossed the plate. Balls were constantly being lost in the lights and the infield had problems of its own. Another bright spot was the excellent catching of Earl Stuart.

Next, the club traveled to Danbury, Conn. where it was overwhelmed by the much older team. In the final game, we lost to Drew University 9-3. The highlight of the game came when Joey Bishop, an exciting defensive ball player, wallopped a booming triple down the right field line scoring two men. Key Brandt once again pitched a commendable game with relief from George Sacco.

Credit must also be given to the teams manager, Tom "Mooney Cheeks" Allen, and of course to Coach Rog Reinhart who did such an excellent job.

Smooth Sailing Captain

HIS SHIPS (Continued from page 3)

The army transport, GENERAL GIBBINS, was acquired in 1960 and she is still taking the staff and the cadets across the Atlantic every year. According to the Captain, the EMPIRE STATE IV is a fine ship in good operating condition and with no stability problems. Besides, she served as a floating hotel during the lean era when the dormitories were being "completed" every summer for what seemed an endless run of years.

The Captain has always spent much time and effort between cruises to improve and add to the utility and comfort of his training ships. He was always more than normally successful in obtaining material and equipment, boats and other machinery, from suspended facilities or surplus vessels.

At one time a DE was purchased for one dollar, stripped of a lot of useful equipment and then sold at a profit of \$79,999.00. This might indicate that the Captain was in the wrong business. One last incident — during an off season, nobody around — he was notified on a Friday that he could have all the equipment he could remove from the abandoned radio school on Hoffman Island by the next Monday morning, at which time the Kings Pointers would take over what was left. The Captain smelled the mouse, but he gave it his usual try.

He had the near-by cadets called in to help, and with the additional aid and cooperation of the Brooklyn Navy Yard and the Coast Guard, he had picked the place clean by Sunday night. He did not stay around to see the expression on the faces of the landing party from Kings Point on Monday morning.

During Captain Olivet's long tenure at the school, it has changed names and offerings almost as often as training ships. The first name, the New York Nautical School, lasted until the city decided to give up the support of this mariner's training school in 1913. It became the State Nautical School when Albany decided to take over. The Captain was a cadet under this banner and obtained his diploma in 1921. In 1929 the name was changed to the New York State Merchant Marine Academy and it was under this title that he came aboard to begin his teaching career. In 1941 another change was made to the New York State Maritime Academy. This was influenced by its academic progress after the permanent shore base was established in 1938. All this time the training had to be completed in two years — and even less during World War II.

After the war the school was given college status, the three-year variety, and it got the name of the New York State Maritime College. In 1948 three important things happened to the Fort Schuyler college. The curriculum was expanded to the normal four years, all public colleges were merged into the State University, and it became known as the Maritime College of the State University of New York.

When the changes in the housing and other new instruction are added to all this, one can see that the Captain deserves to be praised for having done so much to help with the development. Starting with the acquisition of Fort Schuyler as the permanent shore base and ending with the newly dedicated Felix Riessenberg Hall is a long span of 28 years. At first, the cadets were housed at the Fort, but when the need for more classrooms arose, the Navy came through with its old wooden barracks. These served the purpose for many years in spite of a fire which conveniently started during spring leave. Then with the acquisition of the EMPIRE STATE IV and all its passenger space, the cadets moved into it until the new dorms were completed and ready for occupancy in 1963.

As Captain Olivet would say, it is all a wonderful dream come true. And his efforts have done a lot toward making the real thing out of a complicated mirage.

Famed Yachtsman Helps New Schooner Program

Mr. Avard Fuller of the Fuller Brush Company has just given a generous donation to the schooner "Commodore", which will be used to equip the vessel with needed safety equipment.

Mr. Fuller, a yachtsman for many years, is currently the owner - skipper of the class A ketch "Diogenes", winner of the Annapolis-Newport race and successful competitor in many blue-water yacht races. Mr. Fuller's interest in Maritime's schooner program is greatly appreciated.

For those who are wondering, the men of the sailing squadron who have been leaving the College every afternoon since the beginning of April, have not been jumping ship, but have instead been hard at work on the "Commodore" at City Island, and to date, the crew, fourteen in number, have completed over four hundred working hours. Most of the work has been directed towards stripping the bottom down to bare wood and to putting the racing finish on her

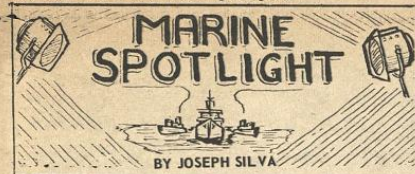
that she deserves. The crew has also refurbished the topsides and brightwork.

Many of the crew have given up Saturdays, Sundays, and Easter vacations in order to complete the spring outfitting, and with the addition of new essential electronic equipment to the schooner, the crew is anxiously awaiting delivery of the diesel engine.

In the fall the schooner "Commodore", ex - "Mistress" will again return to the limelight in the class A racing circles, and beginning with the Vineyard Race, the crew will begin intensive training in preparation for the 1966 Bermuda Race.

Special credit should be given to Commander Clark for the support and leadership he has given to the program.

Although the crew is necessarily somewhat limited in number, membership is open to all cadets who are interested in the schooner program, and those cadets interested in joining next fall should contact Jay Bolton.



BY JOSEPH SILVA

The two powerful unions that represent unlicensed seamen of the Merchant Marine have been discussing a merger or an affiliation. The two unions concerned are the Seafarers International Union, headed by Paul Hall, and the National Maritime Union, headed by Joseph Curran. There is much to block this move for unity as the strength of the unions and their leaders attitudes have tended to color all major Maritime disputes. In the last two years, however, there has been no big issue between them, and both

Hall and Curran seem to feel that a pooling of the resources of both unions would give the union effort a needed shot in the arm.

The plan for merger was initiated by the NMU in a public memorandum in which it proposed an outright merger of the two unions to embrace a unlicensed seaman. It was further proposed that the president of the merged union would be named by the NMU, and the second in command, the Secretary-Treasurer, would be named by the seafarers.

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PRESIDENT GOULD
(Continued from page 1)

hundred Colleges and Universities lead the procession into Philharmonic Hall. They represented such established institutions of learning as The University of Paris, Harvard, Yale, Princeton, Columbia, State University of New York, Tufts, University of

Nebraska, University of California-Santa Barbara, Universities of Minnesota, Wisconsin, Iowa, Michigan State University, Massachusetts Institute of Technology and many others.

Following these Representatives were the Representatives of Learned Societies. Among these were included American Philological Association, American Academy of Arts and Science,

Archaeological Institute of America and the American Council of Learned Societies. Next in order of march were the Faculty Senate and Representatives of the State University of New York.

The invocation was delivered by Rt. Rev. Msgr. John Paul Havery (Secretary of Education for the Archdiocese of New York).

The welcome was delivered by Mr. Frank C. Moore (Chairman of the Board of Trustees, State University).

The main speaker of the day was Governor Nelson Rockefeller. The Governor's Speech reviewed the birth and outstanding growth of the State University since its founding in 1948. Student Government Association at Fredonia College, Mr. Leroy N. Young, Vice Chairman, State University Faculty Senate and Dr. Paul G. Bulger, President of the College at Buffalo, respectively.

The Greetings from the Boards of Trustees were delivered by the Honorable Truman Cameron, Chairman, State University at Albany Advisory Council. Dr. James McNaughton Hester, President of Dr. Gould's Alma Mata, New York University, represented the Independent College and Universities of New York. The Honorable Edgar W. Cooper, Chancellor, The Board of Regents of New York extended the greeting of the Regents to President Gould.

The program of speeches were briefly interrupted by two musical sections by the State University of New York Inaugural Choir of Fredonia College and Crane Choir of Potsdam College.

The inauguration oath was administered to President Gould by Mr. Moore. Afterwards, Dr. Gould gave his address "A Fine Steel Wire of Truthfulness". Within his speech Dr. Gould spoke of decentralization, broader research policies, and better communication between faculty and students. Concerning the current student unrest Dr. Gould said, "Their unrest is not something to fear; it is rather, a phenomenon for which we should be grateful." He also spoke of the shortcomings of the Universities Master Plan. It was his expressed opinion that the plan needed better organization and administrative pattern.

The Benediction was given by Rabbi Harold H. Gordon, Executive Vice President, New York Board of Rabbis.

The Maritime College was represented by Professor Bernard F. Long and the College's Faculty Senator, Professor Robert B. Sennish. Vice Admiral H.C. Moore President of the College and Captain Arthur J. Spring Dean of Students were also in attendance. Captain Robert A. Phillips Associate Dean of Students represented his Alma Mater, The United States Naval Academy. Some seven first class Cadets and sixty third class Cadets served to represent the College in the capacity of Ushers at the ceremony. Their performance was indeed a credit to this institution. Many compliments were paid to the Cadets by Captain Spring, Mr. Jay Livesey, the University Staff Member in charge, and Mr. Harvey Randell University Staff Member, Second in Command at the ceremony.

NOW HEAR THIS: The Porthole wishes to inform the Cadet Regiment that a new column will be initiated in September. The new addition will feature pictures of the European beauties dated by cadets during the cruise. Be sure to bring your camera when you go on liberty.

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