



PORTHOLE

Volume XVII Number 10

8 JUNE 1965

Capt. Phillips Assumes Command of T.S.E.S. IV



With the retirement of Capt. Olivet, the command of the Empire State IV was officially assumed by Capt. Robert A. Phillips. In his capacity of Associate Dean of Students and as captain of the training ship last summer, the cadet regiment has come to admire and respect this man. His ability to lead men and command a taut ship had been born of years of experience. Capt. Phillips was born in Richmond, Virginia in 1912 and was appointed to the U.S. Naval Academy in 1931. After graduating in 1935 he served as a Junior Division Officer on board the U.S.S. Colorado. Soon afterwards he was transferred to the U.S.S. Tatnall as Gunnery and Communication Officer.

During the early stages of World War II, Capt. Phillips was Main Battery and Anti-aircraft Gunnery Division Officer and Assistant Engineer of the U.S.S. Pennsylvania. He was Officer of the Deck of the Pennsylvania when the Japanese attacked Pearl Harbor. In 1943 he was transferred from the Pennsylvania serving on the flagships USS Essex, USS Bunker Hill and USS Yorktown. He participated in Pacific strikes, raids and operations against the Japanese. His services in war action merited him the authorization to wear twelve engagement stars on the Asiatic-Pacific Area Ribbon.

Returning to the United States in 1945, Captain Phillips was assigned as battalion officer in the Executive Department at the U.S. Naval Academy. From July 1947 to June 1949, he served as Commanding Officer of the USS SHANNON in Mine Force, Atlantic. The SHANNON won the Battle Efficiency Pennant for the year July 1948 to June 1949.

Next he was Executive Officer of the NROTC Unit at Miami
(Continued on Page 6)

Staff Party for Capt. Olivet

More than 100 College staff members paid tribute to Captain and Mrs. Alfred F. Olivet with a farewell party on Thursday evening, 3 June, at the D.A. Beach Club located on the shore end of Randall Avenue. Everyone on the campus was invited to participate and there was a good representation from all groups.

Probably because of the sponsorship and management of the affair by the ladies of the staff, there seemed to be a distinctive feminine touch to the evening, which was a welcome change from the somber and cautious maritime atmosphere of most College social functions.

After the ice cubes were broken out at five o'clock, an air of informality set in, and the winning and dining began in earnest. Just at the end of the buffet supper, Dean A.A. Lawrence introduced Admiral H.C. Moore, who in turn presented the gift of the evening to Capt. Olivet. It was a mas-

sive Paul Revere sterling silver bowl with an appropriate inscription which recorded the feelings of the group. The Captain responded with his expression of thanks and appreciation. The party then continued with dancing and other ballroom acrobatics until the midnight curfew. The many pairs of tired feet the next morning were an apt reminder of the success of the evening's festivities.

Besides the honored Captain and Mrs. Olivet, other special guests were their daughter, Joan, Ellen and their son-in-law, Mr. and Mrs. Vincent La Preta of New Rochelle.

Credit for the success belongs to the staff ladies who helped in the planning and who attended the party, with special emphasis on Pat Dunphy of the Regimental Office; Willys Henrys of the Alumni Office; Eve Poyman of the Administration Office; and Marie Rogati of the Dean's Office.

New Leaders



Tom Allen
Cadet First Officer

With the cruise once again here (it seems as if we just returned from the last one) all cadets should try to approach this period with the proper attitude. All men on the ship have a great opportunity. All should keep their eyes and ears open and take advantage of everything offered. This summer you will receive one-third of all the practical experience offered before you get your license. Take advantage of it!
T.E. Allen, C.F.O.

Graduation Program

The program for Graduation Day will start with a Regimental Revue at 0930 on 8 June. Weather permitting, the graduation exercises will be held in St. Mary's Pentagon; if, however, the day should turn foul, the commencement exercises will take place in Riesenberg Hall.

Mr. Ralph Casey, President of the American Merchant Marine Institute, will be the principal speaker of the day. There will be 99 men in the Class of 1965, 98 of whom will receive their Coast Guard Licenses permitting them to sail as officers in the United States Merchant Marine. The Third Mates and Third Assistant Engineers "tickets" are to be presented by Rear Admiral L. J. Stephens, Commandant of the Third Coast Guard District.

In addition to receiving their licenses and a Bachelor's degree in Marine Transportation, Meteorology and Oceanography, Marine Engineering, or Marine Nuclear Science, the following

presentations will be made to the named cadets.

Following the graduation ceremonies, Vice Admiral H. C. Moore, the College President, will host a luncheon in Vander Clute Hall.

The Society of Marine Port Engineers of New York award to the Honor Cadet in Marine Engineering to Cadet James Lee Parks.

The American Bureau of Shipping award for Excellence in Marine Engineering to Cadet Alan Lawrence Rowen.

The American Bureau of Shipping award for Excellence in Marine Nuclear Science to Cadet James Russell Ewing.

The American Seaman's Friend Society award for Proficiency at Sea, Marine Engineering, to Cadet Alan Gene Wrobel.

The Propeller Club, Port of New York award for Outstanding Ability in Marine Engineering to Cadet William Francis DeMasso.

(Continued on Page 8)

Second Class Deck Attends D.C. School

By Bob Brown

Fire aboard ship is perhaps the most feared of all disasters which can occur at sea. In keeping with this thought, the Second Class Deck Cadets attended the MSTC Fire Fighting School in Bayonne, New Jersey.

The morning session, which included several movies and lectures, was followed by a smoke chamber test. Every cadet was required to wear an OBA (Oxygen Breathing Apparatus) in a smoke filled room for five minutes. After the smoke chamber test, several demonstrations in the use of dry chemical extinguishers were given. The next item on the program consisted of the ignition of a magnesium fire and an attempt to extinguish the blaze with water. (Water makes this type of fire burn harder.)

After a break for lunch, the cadets returned to the "proving grounds" where they donned firemen's outfits. Next came a demonstration in the use of a foam extinguisher; then a large barrel of oil, twenty feet in diameter, was set ablaze. Each cadet was then given the opportunity to put it out using water fog.

When all had been given a chance to do this, a mock-up of an engine room was set on fire and two-man teams battled their way through the flames to extinguish the fire. The final step was to go down into a smoke filled hold in order to put out fire without using OBA's.

At the end of the day, the groups returned tired and dirty; but they were thoroughly convinced that the trip was most worthwhile.



Bob Bruce
Cadet Chief Engineer

The Summer Sea Training Period is the time when the Maritime Engineer has the opportunity to actively employ the knowledge he has obtained during the academic year. In many instances this is "Nut and Bolt" practical experience which puts our graduates in the spotlight at job interview time.

To the class of '68 I would like to say that you, and you alone determine the value of the cruise. Whether you walk off the gangway at the end of August with a feeling of accomplishment or of regret depends a great deal upon the efforts you have made in the preceding 10 weeks.

I hope that during the cruise period all hands will remember that we will be representing ourselves, our College, and above all our country. The best of luck to all cadets.

R.R. Bruce C.C.E.

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Last Will And Testament to the Class of '65

- W. Baran A life membership in the Pershing Rifles
R. Berner A room in Col.Seery's house
R. Bernardi A bowl of fruit
B. Blaney A garbage can
J. Callahan A years subscription to the N.Y. Times want ads.
J. Cullen A book explaining the facts of life
F. Daresta The Wrath of the underclass
W. Dooley A marriage counsler for him and his wife
A. El Diwani Guns for the Arabs
J. Ewing A much wanted "in" with the administration
A. Fosina A box of toad food
J. Gustafson A record of his own voice
F. Hall A reserve seat at the Bible Study Club
T. Hanrahan A bottle of reducing pills
J. Hawks A mate for Mr. Monk
J. Holster A masters license
G. Hooks
M. Jacobs A six foot seven inch girl friend
L. Kesselman Fifty demerits
J. Lane Instructions on how to be a man
A. LaBella Hopper, Nagle, and Kelly
T. Lawless A good guy sweat shirt
J. Libero An "in" with Jim Crow
J. Lucas A years Subscription to "Busty"
M. Luccarelli A pair of elevator shoes
L. Mazzuco An I like "George Rogers" button
E. Mott A pocketbook full of pennies
R. May A reserved bar stool at Carmeroto's Newman Holy pictures to wear on his sleeve
S. Peters A troop of Boy Scouts
J. Reynolds Two razors - one for each face
A. Savas An outboard Motor for his rowboat
D. Schroder A golden Wedge
R. Schicchi A bent sword
C. Shields A fast car to leave Maritime with
B. Skeels A cheap base hit for Mootit
T. Thompson A for year athletic scholarship to Annapolis
E. Utridge A conscience for him to live by

Class Day Awards

On Monday, 7 June, the following awards are to be presented:
The Silver Beach Post No. 1371. American Legion award for Military Leadership to Cadet, Samuel Eldridge Peters.
The Maritime College Faculty -Student Association award to the Cadet Who Has Done the Most for Athletics to Cadet Travis Collier McIntosh, Jr.
The Maritime College Parents Association award to the Cadet Who Has Done the Most for the College to Cadet Timothy Arthur Lawless.
The Propeller Club of The United States award for having Complied With The High Standards for Membership in PISIGMA PHI to Cadet Timothy Arthur Lawless.

Cadets Speak Out

QUESTION: The cruise is almost upon us-what are your expectations? Work seems to be the word for cruise-"Do your work and keep out of trouble" is the advice constantly heard. On board, this is what I plan to do. The work didn't kill upperclassmen so I guess it won't kill me. Any place where one has not been before is interesting so I plan to enjoy visiting foreign ports. J. Luard 4/c

Seventy days is really a long time anything can happen and from what I hear it usually does. My main concern is to keep off MIAPS and just do my work. When the ship hits Europe I plan on taking all the tours and seeing all the points of interest. I also plan to soak up some of that European night life. L. Harlow

Campus Belles



This Campus Belle comes all the way from Kirksville, Missouri. Her name is Mary West and she studies at Northeast Missouri State Teachers College. Her romance with Bob Fenty 3/c was born high in the sky on a jet plane between San Juan and New York. Mary is a fun loving lass who likes New York because of the personal freedom it allows. She intends to live on the East Side after graduating and work as a receptionist for a public relations firm.



Miss Carmen Cosentino is a dark-eyed beauty from Westchester Square. Next week she will graduate from St. Catherine's Academy for Girls and in September she will begin the three year grind at St. Claire's Nursing School. Her time is consumed by studying, helping out in her father's restaurant (Sally's, see ad on page 8) and Lenny Yanazzo 2/c.

FROM THE EDITOR'S DESK

Captain Phillips has been with us for only a few years - four to be exact; but he has already proved himself over and over again to the College and especially to the Cadet Regiment. In 1963, only two years after assuming his duties as associate dean of students, he was tendered the dedication of the cadet year-book, Eight Bells. Last summer he was given the temporary job of skipper of the training ship on its annual summer cruise; and he brought it back safe, sound and still afloat.

He was just recently named as full-time, permanent commanding officer of the training ship and we can only wish him well in the difficult job and days of the future. His predecessor, Captain Olivet, set a high standard for all aspects of the cruise; and it is the responsibility of all cadets, officers, and other staff members to keep it that way. With everyone's generous help and full cooperation, Capt. Phillips will be a sure success.

And as he succeeds, so shall the rest of us enjoy a great measure of triumph.

Every year at graduation time a new class assumes the rights and responsibilities of first classmen. Their first opportunity to show their ability as leaders comes during the summer cruise. The fruitfulness of a cruise is, in part a measure of the ability of the first class as leaders. Last year it was the opinion of many that in some respects the cruise fell short of its potential for the cadets, particularly the underclassmen. Not in the sense of good nautical training and practical experience, but in a more everyday sense. The Summer Sea Training Period is designed to encompass even more than nautical training, it should also help a cadet to mature, to learn to live with his shipmates in harmony, working as a team. The officers more than adequately fulfill their job as instructors, for they are professionals, but they cannot be in personal contact with the cadets, it is not their responsibility. This is where the first class is supposed to take over, to see that the ship runs smoothly and efficiently.

No one can expect to be babied or favored on the cruise. The underclassmen must make up their minds to work diligently and accept, without question, the directions of the first class. The cruise is at times hard, but it is by no means as unbearable as some would have us believe. If each of us adopts the proper attitude and perspective, it can be one of the most rewarding experiences the Maritime College offers.

The Class of '66 is now at the helm. We are greatly encouraged by the ability they are displaying. We will work to the limit of our abilities under them to make this a good cruise for all hands.

As we go to press for the last time this year, we would be lacking and remiss in our responsibilities if we did not take the time and space to express our thanks and appreciation to all those who have helped ease the production of these pages.

We have tried to fulfill the great need for a campus newspaper in our limited fashion, and we hope to improve upon our efforts during the remainder of our term. As many will agree, there is only one way that we can go, and that uphill climb is anything but simple and easy.

The Faculty and Administration have cooperated and assisted in many ways; the secretarial staffs throughout the College have freely and unselfishly lent their aid and comfort; the ladies of the printer's staff at Bethpage have shown more than the normal share of patience and perseverance in helping us do our editorial chores; lastly but certainly not the least, we have our kind readers and our generous advertisers who contribute their moral and financial support.

We owe a great deal to a lot of people and we know it. To all, we are truly thankful.

Maritime College 4th in National Rowing Race



(L to R) First Row: Crooper, Savas, Sibbern, Piasceky, Thranhardt, Flynn, Huvane, Second Row: Mellusji, Brennen, Seybold, Braun, Mercier, Weinbauer, Yanazzo, VanBrunt, Huminski, O'Brien, Elston, Leto, Auger, Carrol, Dalmer.

On 20 May 1965, the Maritime College rowing team left for Washington D.C. to take part in the celebration of National Maritime Week. The team was to be one of five schools that would take part in the National Maritime Lifeboat Race at Haines Point, a bay on the Potomac River. Professor Sembler, Cliff King and Jeff Thomas were our drivers as the caravan departed Fort Schuyler at 1300. With an ample supply of sandwiches furnished by Charlie Ray (they were surprisingly good), we settled down for our 300 mile trip.

It was very evident that school finally supplied some money for expenses as the familiar words on the way down were "Can I have a receipt for that please." The directions we received were perfect, well, for the first sixty miles anyway. However, we began to have our doubts as signs for Columbus Ohio whizzed by. We managed to get back on the right trail and the Delaware Memorial Bridge was soon under our feet. A quick stop at a Howard Johnsons proved very refreshing.

Before we knew that six hours has passed, we were at the outskirts of Washington, D.C. and the Capitol became clearly visible. A brief search of the town led us to the Naval base where the State of Maine was moored. Arrangements had been made to house most of the members of the team on the State of Maine. When everyone had arrived we were shown where mattresses could be obtained but not where to put them. After a long search, a few empty beds were found as well as much deck space.

With everyone squared away, the team split up to find a place to eat and relax after the trip. The hospitality of Washington was impressive as the local police were the first to greet us as we emerged from the Naval base. It seems that the unposted speed limit of 25 mph was in effect that night. While on the subject of criminal offenses, it would be wise to remember that tourists have a very easy time in picking up jaywalking tickets also.

The cadets on the State of Maine knew that our Freshmen crew was representing the Maritime College but someone forgot to tell them that we were their guests. The mugs got an unexpected preview of the cruise as class rates and the ugly word "brace" were

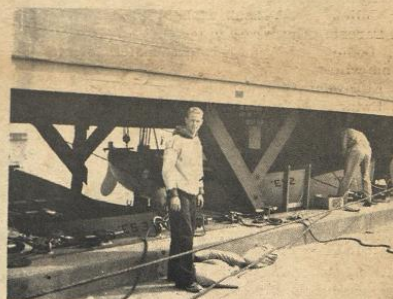
(Continued on Page 7)



Maritime's Crew -
First row - Tony Savas, Roland Parent, Marion Swiatek, Danny Tucker and Matt Twomey.
Second Row - Cmdr. Sembler, Denny DiSalvo, Tommy Allen, Andy Kirkland, Harry Thranhardt.
Third Row - Greg Russell, Steve George, John Klepper, Wally Elston, Peter Maxson, and Cliff King.



Nicholas Johnson, Maritime Administrator delivers speech at Haines Point, Washington, D.C.

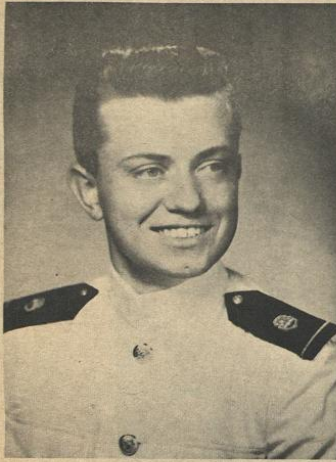


Harry Thranhardt, coxswain of the number one boat shows smile after gaining revenge by coming in first over the Champions, Mass. Maritime on 25 May.

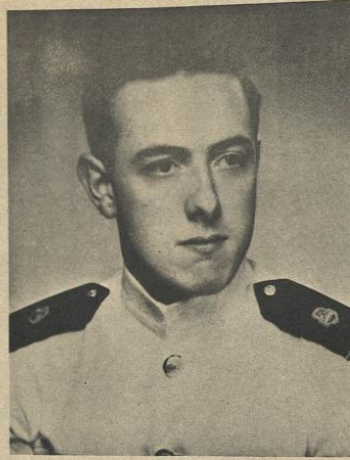


The winning crew, Massachusetts Maritime Academy, pause to absorb some publicity.

SENIOR AWARDS



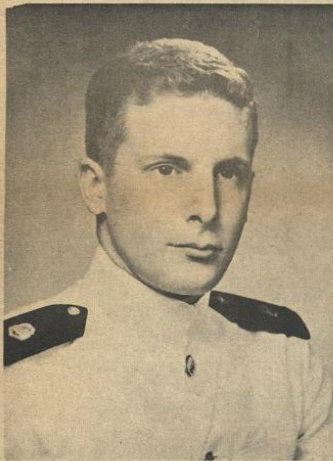
Robert Cass



Carl William Fisher



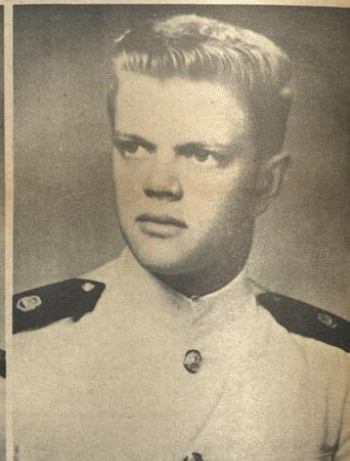
William Francis DeMaso



Anthony Joseph Labella



Timothy Arthur Lawless



Travis Collier McIntosh, Jr.



Michael Douglas Lukarelli



Arthur James Pike, Jr.

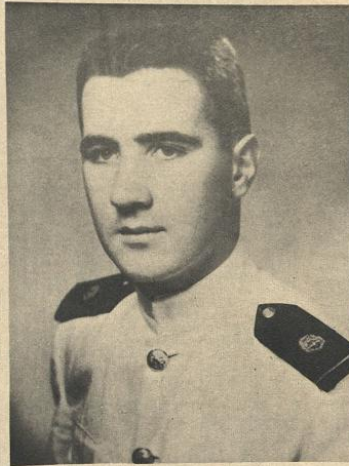


Gerhard Gottfried Muller

WARD WINNERS



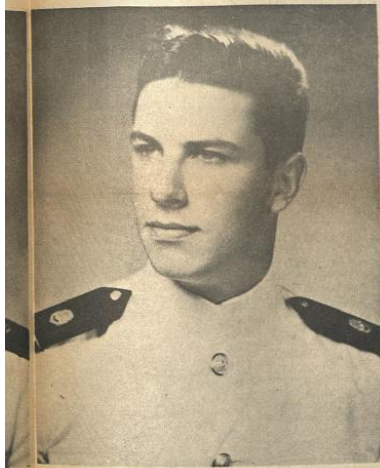
Alan Gene Wrabel



Robert Joseph Ryniker



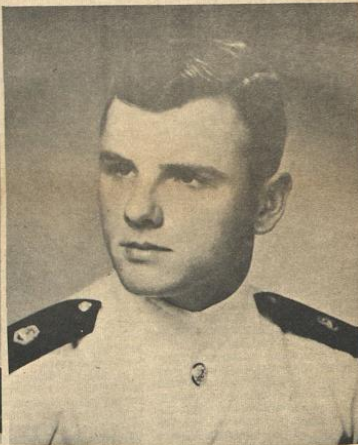
Michael William Toner



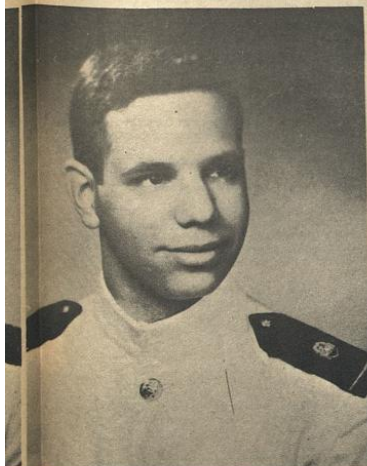
Brian James Skeels



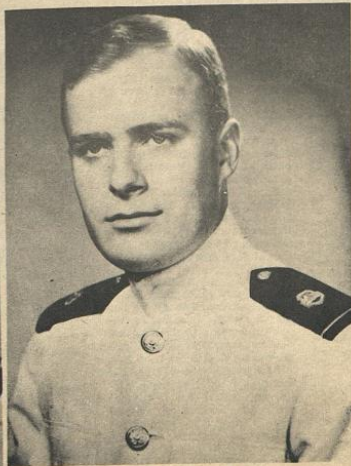
James Russell Ewing



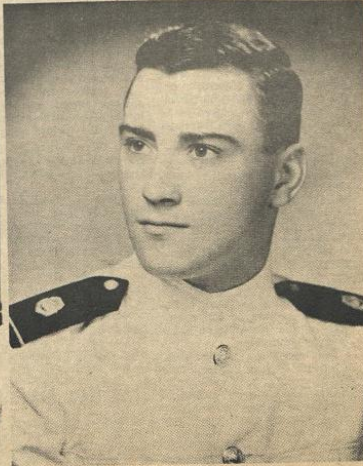
William Joseph Luckas, Jr.



Alan Lawrence Rowen



Samuel Eldridge Peters



James Lee Parks

WELL DONE MARITIME

Vice Admiral H. C. Moore, U.S.C.G. (Ret.)
President Maritime College
State University of New York
Fort Schuyler, New York 05, New York
Dear Admiral Moore:

Please accept my apologies for the long unavoidable delay in writing.

I wish to express my sincerest thanks and appreciation for the honor bestowed upon my father at the dedication ceremonies of the Felix Riesenbergh Hall. As a son I was proud beyond expression but sad that my father could not receive the tribute himself. Both my sons, John and Peter, were greatly impressed.

I hope that the fine men attending the University will realize the opportunity being afforded them during their years at the Maritime College. I am not of the sea, but my heritage has taught me that honor and respect for authority are necessary attributes in any life.

Sincerely,
John Riesenbergh

President Harold C. Moore
Maritime College
Fort Schuyler
Bronx, New York 10465
Dear Admiral Moore:

One of the most impressive views, which greeted me at my inauguration last week, was to catch sight of the 67 Maritime College cadets all in their dress blues -- first, as stationed individually throughout Philharmonic Hall to guide delegates, guests, and, second, assembled as a group for all to see throughout the ceremony.

In expressing appreciation to you and the cadets for this service to State University, I speak not only for myself but also for Dr. Frost and Mr. Livesey of the Inauguration Committee who tell me that the complex assignment, given to the cadets on short notice, was carried out flawlessly.

Sincerely,
Samuel B. Gould
President

Marine News

The new Italian liner, MICHELANGELO, has recently entered the ranks of the so-called "Atlantic Elite". Boasting a weight - in weight of 43,000 tons and a passenger capacity of 1,503 in three classes, the new liner ranks as the world's fifth largest passenger vessel. She will maintain regular service between New York and Genoa.

The plush vessel measures 965 feet in length, 102 feet in beam and 11 stories in height. The only larger ships are the QUEEN MARY, QUEEN ELIZABETH, FRANCE, and UNITED STATES, in that order.

One of the most unique features of the Michelangelo's construction is its twin funnels which constitute an entirely new concept in marine design and add to the passenger's comfort. They are encircled by massive latticed cylinders, which at a height of almost 100 feet, support tilted allers with a lifting surface as big as an eight-room apartment. As a result the smoke is deflected upwards by the angled allers and dispersed high over the stern, far from the ships immediate vicinity, whatever the direction or speed of the wind. A similar design feature, incorporated previously within the liner FRANCE has proven to be extremely beneficial to passenger comfort.

The ship is divided into First, Cabin, and Tourist classes, with each having its own public rooms, dining rooms and swimming pools. All of the staterooms have individually controlled air conditioning--a typical First Class cabin consists of two beds, a large bureau, three closets and a modern bathroom with stall shower.

The decor of the ship is most modern and is the work of the foremost artists of Italy. Several of the murals are noted as being outstanding.

Passengers can partake of all the usual deck activities such as ping pong, trap shooting and the like and the social staff runs a series of bridge tournaments, dance contests and other social activities. There are good barber shops and adequate beauty parlors, two garages for those who want to take their cars abroad and an array of excellent shops.

Minimum fares on the Michelangelo for one-way passage

to Genoa from New York from now until August 8 run from \$314 in Tourist Class, \$360 in Cabin Class, and \$476 in First Class. After August 8 Tourist Class fares start at \$253, Cabin Class at \$318 and First Class at \$452.

A few more facts concerning the vessel itself. The ship has turbine engines which are capable of moving the craft through the water at a speed of 26.5 knots. The ship has 472 staterooms, all with private bath, a total of 18 elevators, a most modern equipped hospital, a sea water distillation plant, a baby sitting service and nurseries in all classes.

In addition there are libraries, writing rooms, lounges, card rooms and just about any other convenience you would expect to find in the finest of hotels. The 30 salons and public rooms are open daily and all equipped with special sound reducing insulating materials.

The ship is entirely fireproofed and 15 watchmen are on constant patrol to double-check on the water at a speed of 26.5 knots. The ship has 472 staterooms, all with private bath, a total of 18 elevators, a most modern equipped hospital, a sea water distillation plant, a baby sitting service and nurseries in all classes.

Also, there is a daily information sheet and a newspaper that keeps you up-to-date on world events.

There is yet however, one deficiency that remains to be corrected. On her maiden voyage a definite vibration was noticed in most parts of the ship. Giuseppe Ali, managing director of the Italian Line, spoke about this situation. He said there is a slight problem with the propellers and as a result a new pair will be installed within the next two months. Otherwise, all is functioning as well as has been expected.

The New Mae West

Effective this month, all new life jackets aboard American Merchant Vessels must be made of either kapok, plastic foam, or fibrous glass according to the Coast Guard Merchant Marine Council.

The old cork and balsa wood preservers were judged by the

New Survival Equipment

Two ex-servicemen have developed an all-purpose survival kit which is designed to cover any possible emergency. The kit floats, and flies, and can be maneuvered in the water or on the ground.

The basic device, a pair of coveralls, will keep a man afloat temporarily. When the suit is compressed the air store is released and it expands into a water borne capsule. To take off into the air, the helium control mechanism is released, which inflates a series of brightly-colored orange balloons that lift the craft from the surface of the water.

The apparatus includes devices for maneuvering the vehicle, and for regulating altitude. One of the kit's inventors stated that the equipment would provide necessary protection against sharks, high seas, and ice, and would also make a survivor more visible than "lily dot on the water".

The "flying lifeboat" comes in a small, collapsible package, which can easily be stored aboard ship.

Survival at Sea

Marcus Hook, Pa., June 4--A dramatic feat of rescue at sea by an American - flag tanker of the Sinclair Refining Company was honored here today, when Rear Admiral L. J. Stevens, Commander of the U.S. Coast Guard's Third District and Eastern Area, presented the Ship Safety Achievement Citation of Merit to Capt. John H. Rose, Master of the Sinclair Superflame. Admiral Stevens made the presentation on behalf of the award's joint sponsors, the Marine Section of National Safety Council and the American Merchant Marine Institute.

The Sinclair Superflame earned her citation on February 28-29, 1964, in the course of a stormy coastwise voyage from Houston, Texas, to Charleston, S.C. About 350 mile west of the tip of Florida, early in the evening of the 28th, her lookout spotted a light flashing to the northward. Course was altered, and the 61-foot Helen Lee of Tampa was found in distress. Her master requested immediate removal of himself and his crew.

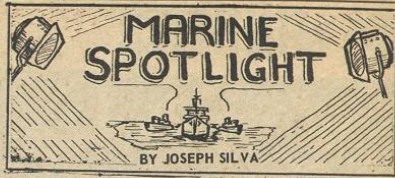
Although the loaded 450-foot tanker was taking green seas across her well deck, driven by a force 6 wind, Capt. Rose maneuvered her alongside the floundering boat and succeeded in transferring its entire crew, without injury. After standing by the derelict Helen Lee until she capsized, he proceeded with the rescued men to Charleston, the weather being too rough to permit their being put ashore at Key West.

Host to the ceremonies on board the Sinclair Superflame was Wendell N. Damonte, Sinclair's Vice President and Director of Marine Operations and a member of the Board of Directors of the American Merchant Marine Institute. The Marine Section, National Safety Council was represented by its General Chairman, Capt. George E. Burton of New York Shipping Association.

Coast Guard to be incapable of keeping an unconscious, drowning person afloat. Deadline for the new preservers is May 26, 1965.

At the same time, another new life-saving device has been submitted to the Coast Guard for approval. A small propane radiant gas heater that is carried by persons abandoning vessels in distress can be lighted after submersion, may be appearing on American Merchant ships in the near future.

Weighing less than two pounds, the unit is said to be capable of keeping a man comfortable for up to ten hours in freezing temperatures.



One of the old Victory ships that finds use in today's modern fleets is the C-4 type troop ship. These originally were built for carrying troops at 17-knot speeds. Perhaps the designers of these C-4's had an inkling of the future when they placed the steam turbine engines aft, as if they were anticipating the bulk cargoes of today. The Maritime Administration originally offered 18 of these ships in October 1963 for conversion to private use. Proposals were received from 18 companies for a total of 50 ships. Two each went to the Central Gulf Steamship Corp. of New Orleans, and Bulk Transport, Inc. of New York. These are being converted at Tampa Ship Repair and Dry Dock Co. Alabama Dry Dock and Shipbuilding Co. is converting two vessels for Matson Navigation. The remaining 12 ships were split between Sea-Land Service, Inc., and Calmar Steamship Co., a subsidiary of the Bethlehem Steel Corp.

Calmar Conversions. Although some of the conversions involve mid-bodies, what the Calmar Steamship Co. did to six vessels is interesting. The first of them, the old USS GEN. O.M. ERNST, was scooped out and turned from an obsolete troop ship into a valuable steel and lumber carrier, the SS Calmar. Converted at a cost of \$4.5 million, the Calmar looks sleek and feels like a brand new ship. She received her new lease on life at the San Francisco Shipyard of the Bethlehem Steel Corporation. The other five vessels were converted at Bethlehem's shipyard facilities in Baltimore Harbor. Part of the latter work was handled by the Sparrows Point Shipbuilding Yard, with completion at the corporation's Key Highway Yard. The five Baltimore-converted vessels were named MARYMAR, PENNAMA, SEAMAR, YORKMAR and PORTMAR.

The Calmar C4 ships display a completely different profile than that of the old "General" troops. They now have a multi-tiered aft deck house directly forward of the single stack, two 25-ton whirley cranes straddling the midships area, and 3 sets of burtoning gear especially suited for the handling of lumber. The capacity of these vessels is believed to be close to 7 million bd ft of lumber each--of 15,000 tons of other cargo.

The CALMAR and her sister ships are 523 ft long with a beam of 71 ft and depth of 43 ft. They can travel at speeds up to 17 knots. Hatches and holds have been altered to handle cargo lengths up to 110 ft. The new vessels also are equipped with the most modern dehumidification and cargo hold heating systems to eliminate condensation in the cargo spaces. Each hold can be heated from below to warm the cargo. Each vessel also contains two dry-air systems with a total capacity of 23,000 cu ft per min to keep the air in the holds dry. These dehumidifiers can remove 1,200 lb of water per hr from the air, and were supplied by Humidity Conditioner Corp., Naberth, Pa.

Approximately 3,000 tons of fittings, steel-forming bulkheads and decks were stripped from the former troopship. All "tween-decks" except one were removed. All of the former bridge structure was removed and the after portion of the superstructure was modified to provide new crew quarters and a new bridge. After the troop quarters, armament and military lifesaving gear were removed, a new deck house, pilot house, galley, and crew quarters were added. These facilities are air conditioned.

Three of the four holds were lengthened, one to 107 ft and two to 110 ft. New piping, electrical wiring and dactwork were installed and belowdeck areas reinforced. After the new cargo-handling booms and whirley cranes were mounted, the vessels were dry-docked and the main engines, boilers and other machinery overhauled.

A good deal of equipment was saved from the old wheelhouse. On the new bridge are what look to be the Navy panels and feeder circuits, engine telegraphs and steering controls. The Sperry gyrocompass also dates from 1944. Other navigational gear is new, such as the RCA radio direction finder, the Raytheon fathometer, the Leslie Tyfon whistle control, the Edo Ioran and the Type 609 Decca Radar.

Each having a complement of 11 officer and 24 men, the six Calmar ships were converted at a cost of approximately \$27 million. They have replaced six worn-out Liberty ships, and are providing a fast and highly efficient break-bulk intercoastal service.

CAPT. PHILLIPS ASSUMES COMMAND OF T.S.E.S. IV

(Continued from Page 1)

University, Oxford, Ohio. From January 1951 to March 1952 he was Commanding Officer of the USS Lofberg in Destroyer Force, Pacific Fleet. The LOFBERG was with the Seventh Fleet in Korea action for 9 months.

From April 1952 to January 1953 he was assigned duties as Commander, Mine Squadron SEVEN operating in the Pacific. He then reported to the Armed Forces Staff College as a student under instruction, 13th class.

From August 1953 to February 1956, Captain Phillips was Commander Fleet Training Group, Chesapeake Bay, and from 1956 to 1958 was the Chief, Navy Section of the Military Assistance Advisory Group in Portugal. He served during the Lebanon crisis as Commanding Officer of the USS AMPHION operating with the SIXTH Fleet.

In July 1959, Captain Phillips was assigned to the Armed Forces Staff College where he first served on the faculty and later was appointed Deputy Commandant, Navy, for the College. On June 30, 1960, he assumed duty as Commanding Officer of the Naval Administrative Command, Armed Forces Staff College.

Captain Phillips' decorations include the Bronze Star Medal with Combat "V"; Presidential Unit Citation with 3 stars; Navy Unit Commendation; American Defense Service Medal with Bronze "A"; Asiatic-Pacific Campaign Medal with 12 stars; World War II Victory Medal; Navy Occupation Service Medal (Asst. Clasp) China Service Medal (extended); Korean Service Medal with 1 star; and Korean Presidential Unit Citation.

Join the Alumni Assoc.

GRADUATION PROGRAM
(Continued from Page 1)

The Propeller Club, Port of New York award for Outstanding Ability in Marine Nuclear Science to Cadet Michael William Toner. The Propeller Club, Port of New York award for Outstanding Ability in Meteorology and Oceanography to Cadet Arthur James Pike, Jr. The Propeller Club, Port of

New York award for Excellence in Marine Transportation to Cadet Robert Joseph Rynaker.

The Kiwanis Club of Parkchester award to the Honor Cadet in Marine Nuclear Science to Cadet William Joseph Luckas, Jr.

The Technical Research Group, Inc., award for Excellence in Meteorology and Oceanography to Cadet Robert Gass.

The American Merchant Marine Institute award to the Honor

Cadet in Meteorology and Oceanography to Cadet Carl William Fisher.

The Maritime Association of the Port of New York award to the Honor Cadet in Marine Transportation to Cadet Samuel Eldridge Peters.

The Maritime College Alumni Association award for Proficiency at Sea, Marine Transportation, to Cadet Robert Joseph Rynaker. The Marine Society of the City of New York award for Proficiency in Seamanship, Marine Transportation, to Cadet Michael Douglas Lucarelli.

The Robert L. Hague Post No. 1242 (Merchant Marine Industries) American Legion award to the Cadet Representing Highest Traditions of Young Americanism to Cadet Gerhardt Gottfried Muller.

The New York City Council Navy League of the United States award for General Excellence in Naval Science and having demonstrated Outstanding Officer Qualities to Cadet William Joseph Luckas, Jr.

The Women's Propeller Club, Port of New York award to the Cadet Who Through His Initiative, Interest and Leadership Has Given Encouragement to Other Cadets in Academic and Extra-Curricular Activities to Cadet Anthony Joseph Labella.

District 2 Marine Engineers Beneficial Association, AFL-CIO award to the Cadet Who, In The Opinion Of His Classmates, Has Displayed Those Qualities and Attributes Which Will Make Him a Most Outstanding Career Marine Engineer Officer to Cadet Brian James Skeels.

Athletic Letter Winners
(Continued from Page 1)

- '67, W. Islip, N.Y.; Dina, J., '66, Mt. Vernon, N.Y.; Dreyer, R., '66, Red Bank, N.J.; Flynn, T., '67, Atlantic Highlands, N.J.; Gagnier, G., '68, Churubusco, N.Y.; Geysen, G., '68, Rock Tavern, N.Y.; Kogut, H., '67, Monsey, N.Y.; Laraway, W., '68, Valley Stream, N.Y.; Malanchuk, T., '67, Center Moriches, N.Y.; Mason, F., '67, W. Babylon, N.Y.; Newman, D., '68, E. Meadow, N.Y.; Pendzick, A., '66, Center Moriches, N.Y.; Petrov, V., '67, Nyack, N.Y.; Sandberg, G., '66, Center Moriches, N.Y.; Still, L., '68, Patchogue, N.Y.; Stuart, E., '67, Holtsville, N.Y.; Thaxter, R., '68, Levittown, N.Y.; Thompson, T., '65, Rochester, N.Y.; Treglia, V., '66, Staten Island, N.Y.; Van Brunt, D., '66, W. Babylon, N.Y.; Veprek, J., '68, Hackensack, N.J.; Wesik, T., '65, Mount Vernon, N.Y.; Wilkins, Jr., '66, Philadelphia, Pa.

the guest team.

Harry Thranhardt's crew attribute their loss in Washington to adverse weather conditions. It appears his mighty crew is unbeatable on a fair day. All

of the men in his crew deserve a lot of credit for the long hours of hard work they put in training for the team. We will expect to see the same crew rowing to victory against challengers in Europe this summer.

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Maritime College
Gains Revenge

In a return race held here on the 25 of May, the Maritime College gained revenge over all the other Maritime schools for the defeat in Washington as they took first place by 5 boat lengths over the second place boat. The order of finish was Fort Schuyler, Maine Maritime, Mass. Maritime, Oslofjord and Kings Point. The team from the Oslofjord was

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