



PORTHOLE

Volume XVII Number 11

22 OCTOBER, 1965

President Visits Maritime

On Monday, 11 October, the Maritime College was honored by its first visit by Dr. Samuel B. Gould, President of the State University of New York. Although the President was already well acquainted with the top administrators and some faculty members as a result of many contacts in Albany during the last school year, his visit enabled him to acquire some first hand knowledge of this most unique institution and the special problems it faces. The President was accompanied by Dr. James A. Frost, the Executive Dean at Central Office in Albany with jurisdiction over the four-year colleges in the University.

The physical plant favorably impressed Dr. Gould who made assurances that many modifications and improvements are on the way. The new physical education building caught his roving eye, as did the plush, yet academic, atmosphere of the library. He was quite surprised that such a vast store of offices, classrooms, laboratories, and diversity of equipment could be housed in the Port's limited space. He was amazed at the reactor's low cost of operation.

Dr. Gould's schedule, which he violated but little, was marked by a touch of military precision. It reads as follows.

At 1100, he arrived at the Admiral's office; by 1115, he was talking to the Faculty at the gym. At 1150, he was conducted on an abbreviated inspection tour of Riesenberg Hall; and by 1210, he was over at the mess deck greeting the already famished cadets.

But not for long. At 1220 he sat down to have lunch in the Faculty Dining Room. Then by 1300, he was looking over the dormitories on the way to the C Company recreation room where he met with the Student Council. At 1400 he toured the Fort area with Admiral Moore, and they made a scheduled visit to the library at 1430. The formal itinerary ended at a meeting with the College Council at 1500.

The Faculty session was a question and answer affair with most of the time spent on the plans for the future, say about 1980. The curriculum, centralized library facilities, increased and diversified enrollment, and university-wide TV facilities were among the topics discussed. He asked that both the Faculty and the Council keep their collective eye on the future and start making elaborate plans for developing and expanding the college program.

In his meeting with the Student Council, Dr. Gould began by briefly stating the purpose of his visit from Albany. His opening remarks stated that he was fully

in favor of more active student participation in the operation of the academic institution, specifically, as it applies to the various units within the State University system. He said he hoped that the confederation of State University student councils would become a much more active voice which could serve as a sounding board for the myriad problems which affect the State University as a whole. (The desire was expressed that this confederation would eventually become as effective an organization as the one which exists for the University's two-year units.)

Dr. Gould also went on to explain both the function of the central offices in Albany as well as his own position within this colossus of education. The purpose of the Albany office, as well as his own, is to serve as the coordination center and chief coordinator, respectively, of the diverse programs which the University offers to its students. The President said that he favored strongly as much autonomy for the various units as is logical and possible, while at the same time maintaining a reasonable degree of integration within the framework of the State University system.

During the question and answer period, Dr. Gould was requested to give his opinion on such topics as follows: (The essence of his replies follows the questions.)

(1) Of what value is a student's opinion of his teachers?

Ans. You, the students, have the right to make whatever judgments you want to make. It should be kept in mind, however, that the judgments you make while in college may not necessarily stand up with time. (i.e. A student's experience and knowledge increase his ability to make judgments; therefore, his opinion of an instructor may undergo a metamorphosis over a period of years.) But, nevertheless, the student does have a right to develop such opinions.

(2) How can students make themselves heard when they feel that some of their professors are not qualified?

Ans. If a group of students feel that an instructor is not qualified to hold his position, they should make their feelings known to the institutional head, being prepared, of course, to back them up with a substantial amount of documentary evidence. (By "documentary evidence" is meant specific instances and examples.) It is then up to the institutional head to ascertain the validity of the accusations and to act accordingly.

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New Faculty

With the advent of the 1965-1966 academic year, a host of new teachers have joined the Maritime College faculty. Their qualifications are excellent and their presence should be a great asset to Maritime. A few of these new members of the faculty include:

Richard Chesebrough, LCDR, USN. He is the Chairman of the Dept. of Naval Science. A native of Westerly, Rhode Island, he graduated from Massachusetts Maritime with a B.S. as a member of the class of 1951. Entering into Active Naval Service he was augmented to officer status in 1956. Through his Navy career he attended various Specialty schools including the Naval Justice School and the Military Assistance Institute. His wide range of experience encompasses duty as Legal Officer, in the Pacific Reserve Fleet, Assistant Operations Officer, Staff Amphibious, Senior River Force Advisor in Vietnam and various other billets at sea. Of special note are his awards, the most notable of which are the Defense Service Medal, the Korean Service Medal, the Armed Forces Expeditionary Medal and the United Nations Service Medal. His duty station prior to the Maritime College was Operations Officer, USS *Thurston*, home port Norfolk, Virginia.

Michael F. Landers L.L. (JG), USN, Instructor in Naval Science. Born in Ann Arbor, Michigan, he received a B.A. in History upon graduation from the University of Michigan. He received his commission upon completion of the NROTC program. His last duty station was the USS *Castor*, home-ported in Sasebo, Japan, where he served as Gunnery Officer, Navigator and First Lt. L. Landers is married and has a nine-month old baby girl of which he is very proud.

Michael F. Devine, instructor in Oceanography. A native New Yorker, he received a B.A. from N.Y.U. He is currently working on his Ph.D. from N.Y.U. He is married and has one child.

Lawrence Sciacchitano, Instructor in Physical Education. A graduate of Montclair State College, he received his B.A. there and went on to attain his M.A. from the University of Georgia. He was a collegiate and A.A.U. wrestler and still participates in the A.A.U. Among his many accomplishments are National Y.M.C.A. Heavyweight Champion, four times Metropolitan Interscholastic Conference Champion, Wilkins Open Tournament Heavyweight Champion, and Eastern Greco-Roman Champion. He also qualified for the Olympic Trials. He was Asst. wrestling coach at Georgia. He now coaches the soccer, wrestling, and tennis teams.

Assignment in Egypt



PROFESSOR JOHN J. FOODY

The following is a general account of the experiences of Professor John J. Foody who, while on sabbatical leave from September 1, 1964 to August 31, 1965, was on a Fulbright Scholar Lecturer Award assignment as a Mechanical Engineer to Universities in the United Arab Republic (Egypt).

On September 18, 1964 I arrived at the International Airport in Cairo after a two week stay in Europe, having visited Stockholm, Copenhagen, Berlin, Frankfurt, Istanbul and Athens. I was welcomed at the airport by Mr. James Kline, who was then the Executive Director of the U.A.R. - U.S.A. Educational Exchange Commission. The Commission supervises the Fulbright scholar and student program in Egypt. There were thirty Fulbright professors assigned to Egypt for the period 1964-1965. Their backgrounds covered eighteen academic disciplines, including orthopedic surgery, veterinary medicine, pharmacology, cinematography, to mention a few. I was the only Mechanical Engineer in the group.

The Commission had a ten day orientation period in Cairo for all Fulbrighters and their families. It gave us an opportunity to become acquainted with this area of the world, to learn about its wonders, the challenges we might encounter, and personal adjustments that must be made to enjoy the period in the Near East. Accredited experts in the fields of Egyptology, Economics, Education, Medicine, Religions, Egyptian culture and the U. S. position in the Middle East, etc., lectured on one or more topics each morning. Each afternoon an Egyptologist, such as Dr. Zaki Said, world famous Di-

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From the Editor's Wastebasket

Monday, 20 Sept.
Dear Ed:
I would like this to appear in this week's issue of the Porthole.

Contrary to what some others may think, the Porthole is the best collegiate newspaper to come out of the Throgs Neck section of the Bronx. I can hardly wait from one issue to another, and I am wondering if perhaps you could plan on printing it every other day from now on. Or perhaps twice a week?

I am anxiously looking forward to reading interesting articles about the ports of call, the culture safaris, the local points of ordinary interest like gars and girls, the enlightening lectures, and other salty routines aboard ship not to mention the delicious culinary contributions of Charles Ray and his galley cats. And I can just see those pictures. Too bad you don't use color printing. But you can't fool me, I bet that you hire a professional photographer to go along on the cruise. On second thought, he should pay to get to accompany such a wonderful group of iron men and boys on board such a wonderful ship, on such a wonderful cruise, to such wonderful ports, and at such a wonderful time to stay home and lounge on the beach and...

Please have your mailer hurry the papers along. I'll expect mine by early next week. Sincerely, A devoted parent

Monday, 27 Sept.
Dear Ed:
Please print in next week's issue of the Porthole.

Since I last communicated with you I have had to change my mind on some of those things I wrote about. I ran across a multiple sheet mimeo pamphlet called the "Periscope" which is also supposed to come from Throgs Neck. I now put the Porthole as second best in that area. However, I understand that it doesn't appear too often; so if you don't mind I am still anxiously awaiting last week's Porthole which you promised for this week.

Maybe you can't do a daily job or even twice a week; but could you try to make it a weekly? I hope your mailer doesn't delay getting my copy to the Post Office.

Very drooly ears, An outvoted parent

Monday 4, October
Dear Ed:
Please print in last week's issue of the Porthole.

I am tired of waiting for your first issue of the Porthole in the year 1965-66. There is a limit

to everybody's patience and mine is exhausted. If any other publication appears within smelling distance at low tide at Throgs Neck I shall put you back to third place. You are fast losing your popularity in this household. But you can gain it back if you will only see that I get this weeks issue without delay.

Perhaps you can plan on printing the Porthole every two weeks or monthly? Very best wishes, A devoted parent mother

Monday 11, October
Dear Ed:
Please include this in this month's issue of the Porthole.

I know that this is a busy time for all you boys at that there college what with all those classes to interfere with your resting up from all those libertys during the week. I understand that the transit system has just voted the funds to pay for the extension of the RT to connect with those tunnels at the Fort so that you boys won't lose so much of your free time walking back and forth to the gate. The trails, I've been told are to be equipped with a blacked out car for those who are leaping the vessel, and all officers using the train are to be blindfolded.

On fourth thought, perhaps you shouldn't strain yourselves by rushing to print so often. Maybe every two months or so? And tell the mailer not to strain himself either.

Yours for a healthier year, A wondering parent

Monday 18, October
Dear Ed:
Please try to rush this into this semester's Porthole. I know that with all the backlog of material you may not have room for this. But one can always hope. I am still in anxious expectations of your first issue and I can only say that if it is as good as it should be I am wondering if I'll be able to stand it.

I hear nothing of what has been going at school this year. My children at the college are very close-mouthed and won't comment on anything. They can't write either.

Perhaps with all your extra-curricular duties and undergraduate activities you won't have time to put out a paper so often as I hoped. How about once a semester or maybe once a year?

Be sure your mailer doesn't interrupt his liberty routine to get to the post office, any other day will do.

Yours infentionately, A wondering parent

Honor Roll Spring '65

- Admiral's List
CLASS OF 1966
Mar. Engr., Charnews, D. P. 3.5
White, R. W. 3.7, Grant, J. W. 3.5
Mar. Trans., Flim, R. J. 3.6
Kuchinkas, R. J. 3.6, Van Brunt, D. G. 3.6, Galston, E. R. 3.5
Nuc. Sci., Rodgers, E. 4.0
Quay, T. R. 3.7, Crawford, T. M. 3.6, Finger, G. F. 3.6

- CLASS OF 1967
Mar. Engr., Bartkowiak, P. J. 3.6, George, J. 3.5

- CLASS OF 1968
Mar. Trans., Hahn, C. D. 3.8, Smith, G. O. 3.7, Martin, E. G. 3.6

- Dean's List
CLASS OF 1966
Mar. Engr., Aeger, W.J. 3.3, Klauber, H.L. 3.3, Switzer, J.F. 3.3, James, A.W. 3.2, Farrington, H.J. 3.2, Picciano, P.F. 3.2, Ryan, J.J. 3.2, Pristachi, M. 3.1, Dreyer, R.C. 3.0, Elston, W.J. 3.0, Wetzel, C.J. 3.0

- Mar. Trans., Seims, K.H. 3.4, Braun, H.E. 3.3, Malenik, K.F. 3.0, Thompson, G.E. 3.0, Tornes, W.G. 3.0
Meteo & Ocean, Allen, T.E. 3.4, Mascola, L.W. 3.1, Hoose, G.E. 3.0, Bishop, J.M. 3.3

- CLASS OF 1967
Mar. Engr., Healy, J.J. 3.4, Vare, J. 3.4, Mogoni, R.P. 3.3, Robinson, E.M. 3.2, Liddell, R.J. 3.0

- Mar. Trans., Flynn, T.F. 3.4, Johnson, R.J. 3.4, Daley, R.E. 3.3, Mangels, G.E. 3.2, Shekin, M.A. 3.2, Metzger, D.J. 3.1, Phelan, T.P. 3.1, Brown, E.A. 3.0

- Nuc. Sci., Kogut, H. 3.2, Saleeby, R.G. 3.2, Probst, H.R. 3.1, Youngren, C.C. 3.0
Meteo & Ocean, Forrest, B.T. 3.1, Ryan, D.C. 3.1

- CLASS OF 1968
Mar. Engr., Ferrero, J. 3.4, Kurz, R.J. 3.4, Gustafson, B.H. 3.3, Roy, J.O. 3.3, Keklak, R. 3.1, Bab, K.G. 3.1, Reddan, W.G. 3.0

- Mar. Trans., Jones, C.J. 3.4, Boyd, D.J. 3.3, Langton, T.G. 3.3, Atweiler, J.L. 3.2, Gerhardt, R.W. 3.2, Hilton, J.V. 3.2, Gimpel, N.R. 3.1, Frazer, J.D. 3.0, Kobylack, W. 3.0, Tripaldi, J.P. 3.0

Monday 25, October
Dear Ed:
Please include this in the 1965-66 edition of the Porthole. I'll pay for the space like an ad.

I want to cancel my subscription for the paper. I've made an awful mistake. I have no children at the Maritime College. My two daughters are at Marymount and I only found out my error today because I remembered to use my glasses when looking at the college catalog. I made the connecti on with Maritime because they frequently see two cadets from your college and they are the nicest young men that you would ever expect to meet. They love the school, its officers, teachers, upperclassmen and everything. In fact one of them talks as if he were a member of your staff. He said he hadn't written a thing so far this year.

Perhaps if you get to print before the cruise, you could ask your mailer to forward me a courtesy copy. I am wondering if you come out as often as the "Periscope" or could it be that you are still being struck by the Guild. The "Times" will get ahead of you if you don't hurry.

Yours ex-truly An ex-parent

Assignment in Egypt

(Continued from Page 1)

rector of the Egyptian Department of Antiquities, would accompany us, as our guide, on a tour of such places as the Pyramids and the Sphinx at Giza, ancient burial places at Sakkara, City of Memphis, Delta area, old Quarter of the City including the Citadel and Muqattam Hills, the Cairo Museum which houses among its fabulous archaeological prizes the findings of the tomb of King Tutankhamon discovered and excavated by the American archeologist Howard Carter in 1920-21. Also included in our tours in Cairo were visits to active religious areas and churches maintained by Christian, Jewish, and Moslem faiths, and the sumptuous palaces of former kings and sultans. It was a fascinating introduction to what has been a most rewarding year.

On October 1, I moved from Cairo to Assiut (Asyut). Assiut is a small city of about 150,000 people located on the Nile River approximately 225 miles south of Cairo. It is one of the oldest, continuously inhabited cities known to man. It rivals in vintage Damascus in Syria. It has a history of over 5000 years. The main reason for its longevity is its geographical location in an area where the picturesque desert mountains hem the Nile River closely on both sides. This physical feature gave the former rulers of North Central Egypt a military advantage of easily controlling all north and south traffic along the Nile. The river is the only fresh water source in this barren, sun scorched area.

Assiut University is one of many universities in Egypt. The others, at present, are Alexandria, Cairo, Ain Shams, Al Hazar (the oldest university in the world), and American University of Cairo. Assiut University is the youngest; founded in 1957 with some 500 students and faculties in Medicine and Engineering. As of September 1964 the enrollment was 11,500 with added facilities in Veterinary Medicine, Agriculture, Commerce, Literature and Law. The present plan is to increase the enrollment to at least 20,000 by 1970, and to further increase the number of faculties to ten.

My specific assignments were (1) Aide to the Dean of Engineering, (2) To teach three two-hour a week courses in Advanced Heat Transfer to graduate students, and Steam Turbine Design and Thermal Power Plant Design to senior Mechanical Engineering students. As Aide to the Dean of Engineering my assignment was urban relationships planning and curriculum planning. Urban relationships planning encompassed such studies as evaluating the effect of 20,000 students on the "life" of Assiut in the areas of transportation, housing, food, and social requirements. Curriculum planning was to aid in the directed transition from a combination German-French-British type of engineering education to an American form of education. There was also a part of the Dean of Engineering that all courses on the junior, senior, and graduate levels, whether given by Egyptian or non-Egyptian professors, were to be given in English. The caliber of students was such that the top 25% of the class was quite similar to that level in our own professional colleges in industrial areas, but the bottom 25% I do not believe would have been successful in our undergraduate work. However, to offset this criticism it should be pointed out that in the Egyptian Government's rapid conversion from an agricultural to an industrial economy this group can contribute to a better class of personnel who would be assigned to technical-scientific responsibilities.

The University's developing physical plant has, at the present, five faculty apartment buildings on campus for a total of approximately fifty apartments, five dormitory-student union complexes that house about 2000 students, new buildings and laboratories for Engineering, Science, multi-purpose Medicine, and a 1000 bed hospital that will service that area of Egypt; and a developed agricultural farm and research facility of over 300 acres. All have been completed in eight years. The 500 acre campus is on the edge of the city and as it develops has, by long range planning, been creating a new area of green and floral plantings that is rapidly becoming an architectural showplace.

All the faculty apartments have the same basic unit arrangement; living room, dining room, study, kitchen, two bedrooms, two baths and two large porches, all properly screened and shuttered, and service quarters on the top floor. One of the apartments was assigned to Mrs. Foody and me. It was attractively furnished and contained all the basic needs for a short stay of one year. One of the many attractive features included in the rent of the apartment that we quickly adjusted to was a university employed man-servant who turned out to be an excellent cook, house manager, shopper, family assistant, and friend. He was capable of taking in stride dinners of from eight to twelve guests and all he required was twenty-four hours notice. He would hire a competent assistant, buy all the food, prepare and serve it, and clean up afterwards. Mokammed, our assigned servant, will long be remembered by Mrs. Foody and myself as a friend. He is one of the most kind, understanding, loyal and competent persons we have ever met.

During the month of Ramadan (the ninth month and a Moslem religious fasting period) which in 1965 occurred in January, the Fulbright Commission arranged a tour to Upper Egypt - so-called because the Nile flows south to north and is actually in the southern part of that country. Twenty-eight of us visited Luxor, Thebes, Edfu, Esna, Aswan and the new Aswan Dam. Dr. Saki Saad was again our guide for the 10 days and he and the group were most cordially welcomed at all the temples, tombs and places of interest that we visited. Because of Dr. Saad we were allowed in areas and buildings not generally open to the public. The director and staff of Chicago House of Oriental Studies in Luxor, affiliated with the University of Chicago, had us for tea and a tour of that establishment. It has the most complete library in the world on the antiquities of Egypt. It has the challenging and exacting assignment of faithfully reproducing for posterity, by means of artists, photographers, and Egyptologists, statuary, structures, paintings, writings, etc., that are fast disappearing. We were all grateful to have been able to talk to and see the work of Chicago House's dedicated staff. One of the many spectacular tombs we visited in the Valley of the Queens in Thebes was that of Queen Nefertiti. The untouched wall paintings and hieroglyphs are so fresh and competently done that it challenged our belief that they were actually completed about three thousand years ago. We visited the Aswan quarries where the monolithic obelisks and mammoth stone statues were hand hewn out of red granite. They weighed up to 110 tons and when finished were moved overland to the Nile where they were carried on barges to their present locations. The temples and areas where they have been standing in awesome splendor down through the centuries are in some cases over five hundred miles from the quarry area. The visit to the new Aswan High Dam project, to a depth of about 600 feet (180 meters), is the largest of its kind in the world. The Dam is being constructed in the 115 feet deep storage lake of the present Aswan Dam-power plant complex that was built in 1902 and enlarged in 1920. All of the construction programs must be scheduled so as not to obstruct the flow of

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LETTERS

Vice Admiral Harold C. Moore, U.S.C.G.

President of the State University of New York Maritime College
Fort Schuyler, New York
Dear Admiral Moore:

At this time I should like to try to express my deepest appreciation for having had the privilege and honor to serve as Protestant Chaplain on the training ship, Empire State IV, under the command of Captain Robert A. Phillips and Executive Officer, Commander Harry A. Clark, during the summer training cruise of 1965. With profound conviction I state that not to make mention of this wonderful experience with a few cursory verbal remarks, I should be guilty of the grossest omission of courtesy and graciousness. Without exaggeration on my part, this honor of having been invited to sail as one of the personnel on the Empire State IV for a period of seventy days, proved to be one of the most inspiring episodes in my life as a clergyman. The officers and classroom instructors maintained discipline at all times without resorting to arrogance, and their gracious attitude toward the chaplain and the various guests and visitors who visited with us while in port, was consistent, spontaneous and sincere.

The quality of leadership of the officers and instructors had, I am most happy to state, a direct positive influence on the development of the cadets, particularly at the various ports of call. Never at any time was I aware of any cadet irregularity while these young men were simply walking the streets, window shopping or being served at an establishment. They were truly ambassadors of international good will.

In conclusion, Admiral Moore, and without mentioning any name or names regarding such a fine institution as Fort Schuyler, and the splendid morale of the officers, instructors and cadets of the Empire State IV during this past summer training cruise, might I state, somebody is really discharging certain duties faithfully and well.

May God the Father of us all, continue to bless the State University of New York Maritime College and keep it constantly in His sight and favor.

Respectfully yours,
William E. Haegert

CC-Pres. of N.Y.S. University
Gov. N. Rockefeller

Ass't Professor Aaron R. Kramer,
Maritime College,
Fort Schuyler,
New York 65, New York

Dear Professor Kramer:
This Society wants to thank you and the officials of Maritime College for giving this community a wonderful band concert last Friday evening.

The boys of the band were a credit not only to your College but to their country as well. Their playing was superb. Director Terrence McGrath was both dynamic and inspirational. We all enjoyed the program very much. We do hope you will return next year. Thanking you again, I am

Sincerely yours,
Joseph H. Brown
President

Assignment in Egypt (Continued from Page 1)

(3) What is meant by the term "central staff"?
Ans. The "central staff" is responsible for the coordination and efficient operation of the various elements of the University's program.

(4) What is the central organization's (i.e., the Albany offices) policy on contracts between Student-Faculty Associations and outside companies?
Ans. At the present time the University's policy regarding contractual arrangements between Student-Faculty Associations and outside companies is in the process of being re-evaluated. When a specific and permanent policy is established, the various University units will be notified accordingly.

Dr. Gowen's visit was a most welcome event for not only was he able to see the Maritime College (the only unit of its kind in the State University), but the administration, faculty, and students were able to gain an insight into the workings, policies, and problems faced by the "educational colossus", the State University of New York.

President Visits Maritime (Continued from Page 2)

the Nile River in its furnishing of the daily irrigation requirements of the entire country.

During the school year the universities of Egypt, especially in the professional areas of engineering and medicine, make it a practice to have senior classes go on one or two one-week tours to visit facilities of professional interest. We went on two such tours. One of the visits arranged for engineering seniors took us to Alexandria, where we visited the port and port facilities, and in addition enjoyed the sightseeing and fine hotels of that city. With another American professor, two graduate students, Mrs. Foody and I journeyed across the desert from Alexandria to Cairo. On the edge of the desert on the outskirts of Cairo we visited an oil fired thermal power station known as Cairo West. That 225,000 KW power station is being built with U.S. - A.I.D. money and has all United States manufactured equipment. It is the first unitized semi-outdoor power station to be built in the Near East. From Cairo we again drove across the desert to Port Said to visit a shipyard across the canal in Asia Minor, and the Suez Canal operations facilities. Our hotel balcony in Port Said afforded us a view of the ships of many nations lining up to go through the Suez Canal. From Port Said we rode along the Canal side road to Ismailia (about halfway between Port Said and Suez) where the Suez Canal Commission has extensive research facilities, including a Towing Tank. The 192 mile Canal Road was quite an experience. It too is cut out of the desert and is alongside the Canal for its entire length. Ships - large and small, new and old - from practically every country in the world moved in orderly procession through the Canal. At various points where there are turns in the Canal and road one has the illusion of a vessel sailing through the desert dunes. In Suez, we visited a pharmaceutical factory, and fertilizer factory. Suez has many nice beaches on the Red Sea. On our way to the beach we passed the Army Camel Corps. The camels, about 300 of them, were lolling beside the sea, some resting and some grazing. The Egyptian Army uses these animals in their extensive desert border patrols. One of their main problems is the control of the world-flow of narcotics.

Back in Assiut Mrs. Foody and I made use of our leisure time in getting to know the people, and reading extensively on the history, economics, social life, culture and literature of this fascinating area of the world. The year was so enriching and invigorating that we are looking forward to our next sabbatical in a challenging assignment in the Far East - EN CHA ALLAH (with the help of God).

MMA Hosts Symposium

Maine Maritime Academy took the initiative in holding the first symposium of its kind on Merchant Marine Officer Training. Representatives from various fields of the maritime industry gathered to discuss and debate this topic.

Represented at the symposium were representatives of the Maritime Academies, Coast Guard, Navy, Military Sea Transportation Service, shipping companies, office unions, trade associations, ship-builders, Maritime Administration, accrediting agencies.

Capt. E.A. Rodgers, Superintendent of Maine Maritime Academy, stated that a survey of the training programs and curricula of each of the maritime academies has revealed that each is pursuing a somewhat different course to achieve the same end, a well qualified Third Mate or Third Assistant Engineer, prepared and capable of meeting the changes within the industry and our society.

A topic of interest discussed was the problem of keeping men at sea in their chosen profession. Industry spokesmen readily admitted their responsibility for providing the necessary incentive to keep the men at sea. In this respect it was agreed that the industry must do a better job of developing career planning opportunities for graduates; that is, the industry should provide opportunities for good officers to rotate between duty at sea and duty ashore in the management of the companies.

Coast Guard examinations were discussed, and the Coast Guard representative stressed the fact that their major concern through their examinations is safety, and that additional training and education beyond that required to safely operate the ships was not their concern.

Academy officials then posed the question to industry of how much additional education and training was desired over and above that necessary to pass the Coast Guard examinations.

Industry spokesmen stated that in addition to the professional training required, they desired the future Merchant Marine Officers to have a liberal education. This would become increasingly important to the individual as career opportunities developed within a company.

Industry spokesmen further expressed the opinion that graduation

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News Spots

By Fred Altman

PARKING LOT: Believe it or not, construction has been started on the new cadet parking lot. The job will entail removal of the picturesque mountainous landscape behind the mess deck, construction of a sea retaining wall and paving of the road and parking lot itself. We will probably see Europe again before the parking lot but at least there's a start.

SUGGESTION BOX: One of the double mail boxes, in the mess deck lobby, has been converted into a cadet suggestion box. Whether or not suggestions placed therein will receive any serious consideration can only be told in time. Cadets are encouraged to take advantage of this new facility.

TAILOR SHOP: The tailor shop seems to be adopting an "eye for an eye" policy. This cadet has noted that for every crease in a shirt, before it is ironed and pressed, there is one when it is returned.

NEW REGS: Concensus among the upper class is that the new regs are not exactly what was expected. One question of reduced demerits for present five demerit inspection deficiencies.

Prop Wash

In a recent election, the new officers for the Propeller Club were put into office for the 1965-1966 school year. The following second classmen were elected to replace last year's officers: President, Charlie Nolfo; Interior Vice President, Al Amyer; Exterior Vice-President, Jim Farrah; Secretary, John Egan; Treasurer, Don Metzger.

As in the past, there will be tug boat trips in the fall and the spring for all interested cadets. There will also be a limited

The Prop Club will meet twice a month on alternate Thursdays in the "C" company general meeting room. The faculty advisor is Professor Parnham.

number of tanker trips up to Albany for interested second classmen. Throughout the year, the club will sponsor guest speakers from varied fields as well as the showing of movies. There will be a certain number of field trips open to all cadets to various maritime installations.

Marine News

UNITED STATES LINES ASKS MARITIME ADMINISTRATION

The United States Lines Company announced today that it had applied to the Maritime Administration for a construction differential subsidy for the building of six new, high-speed, specialized containerhips for service on its North Atlantic trade routes.

The new vessels, if approved, will be the first of this size ever constructed from the keel up as containerhips for service in the foreign commerce of the United States. They will be of approximately 20,400 deadweight tons and have a carrying capacity of about eight-hundred 20' standard containers or a mix of 20' and 40' standard containers. The vessels will be among the fastest freighters ever built providing a service speed of 23 knots with a higher potential

top speed. They will provide the largest, fastest and most frequent container service ever conceived for the North Atlantic, and make available to the shipper on advance high-speed, integrated transportation system.

A feature of the proposed new vessels will be roll-on, roll-off capability to permit anticipated commercial needs. Their unique design will permit economical and easy conversion to pallet ships, full roll-on, roll-off ships, bulk carriers or other combinations of these if ever required to convert to meet changing patterns in world-wide trade conditions.

In a new departure, the containerhips will be gas-turbine powered, equipped with automation and centralized control features. The design of the machinery plant will be especially arranged to permit future adaptation to nuclear propulsion.

Checked Flag

by Alan Palligrino

The 1965 Grand Prix season is rapidly drawing to a close with the Grand Prix of Mexico still to be contested as of this writing. This last race will show the true competitive spirit of the drivers, who are indeed a special breed of men, because they will be racing for the reasons that make them such: challenge, thrill, speed, competition and simply for the love of racing. No matter what the outcome of this last race, the 1965 World Driver's Championship has long been decided. Jimmy Clark, the "Flying Scot", overwhelmed his opposition with brilliant driving to capture the Championship, driving a Lotus.

Clark's five consecutive victories in the Grand Prix of South Africa, Belgium, France, Great Britain and Holland left no doubt in anyone's mind as to who is THE driver.

Although Clark had the championship in his pocket even before the Grand Prix of the United States, October 3, the drivers still went out and drove as if the championship would be decided at Watkins Glen. Graham Hill, in a BRM, won the U.S. Grand Prix for the third year in a row, and another fast Scotsman, Jackie Stewart, took second place.

Looking ahead to the 1966 season, it must be noted that it is ironic that the 1.5 litre engines have finally attained such a high degree of development just when the new formula is to be instituted. The new formula as set down by the FIA (Federation Internationale d'Automobile) is 1.5-litre engines supercharged and 3-litre engines unsupercharged. Of course, the 3-litre engines are the better of the two, but this leaves most of the Formula 1 manufacturers in a tight spot. Most of them use Coventry-Climax V-8's, or BRM V-8's except, of course, for Ferrari.

Lotus uses the Coventry-Climax engines and has a 32-valve V-8 which they are working on. On the other hand, but true, fact is that Coventry has ceased to produce formula one engines due to financial troubles. Their last

effort is a 1.5-litre, flat-16 cylinder, 4-rpm engine which revs to 13,000 rpm! Colin Chapman, "Mr. Lotus", could go to this engine with supercharging to meet the new formula, but development time is short.

BRM will most likely go the blown 1.5 litre route also. BRM uses these engines in their own formula one cars and sells some under contract to smaller formula one engines.

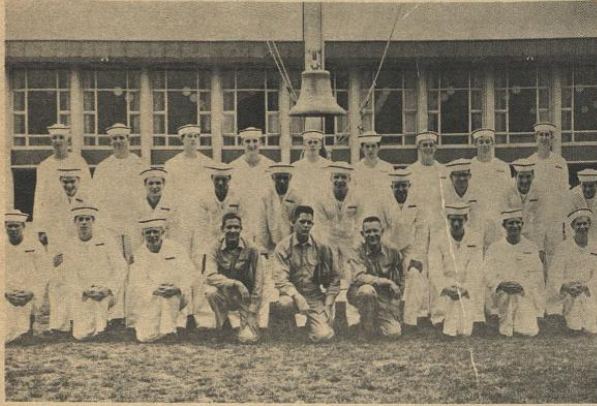
Ferrari seems to be in the best position going into the 1966 season because they already have very reliable and very fast 3-litre engines, as seen in their sports racing and production cars. The 3.3 litre engines used in the Ferrari P2's (at LeMans this year) could also be used sleeved down to 3 litres. These are 12-cylinder engines and very reliable. I would say that Ferrari has the best chance in the new season because of its advantageous position and due to the lack of development time that the other manufacturers are faced with.

The FIA has dropped the South African Grand Prix and set the 1966 schedule back a few weeks to give the manufacturers a little more time. The first event of the new season will be at Monaco probably in late March. The results of this first grand prix under the new formula could very well indicate which team will have the upper hand in the fight for the '66 world championship.

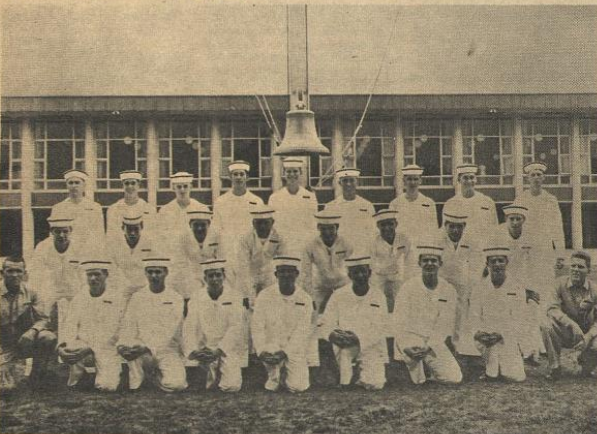
The new formula one cars will undoubtedly be more exciting and will shatter track records. The drivers themselves will find it a new challenge. A challenge that they will meet with great determination and eagerness.

The winner of the 1966 World Driver's Championship will certainly prove to be the number one driver. In light of this new formula, a prediction would be difficult to make. But, if Mr. Chapman can produce a competitive car right from the start of this new formula season, then Lotus' Jimmy Clark would certainly be the man to beat once again.

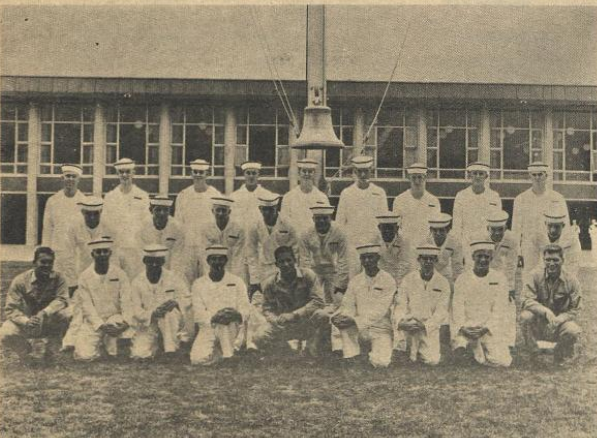
FUTURE MARINERS-INT



Section 4D2 (left to right) Top Row, Rath, L.S. Seitel, A.L., Cukierski, P.W., Muller, B.K., Garrett, C.J., Straub, H.R., Demetradis, T.S., Allen, R.J., Verlan, R.T. Middle Row, Elbrecht, H.B., Power, P.D., Jason, D.D., Clark, R.L., Beza, R.D., Heakem, J.E., Palak, R.J., Mastin, F.D., Domberski, A.D., Botton Row, Brown, D.R., Willbur, D.P., Sheffield, G.M. Mr. Turner, Mr. Egan, Mr. Aymer, Loveland, W.L., Wanamaler, F.S., Fior, AN.

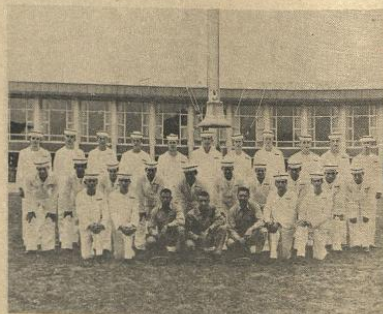
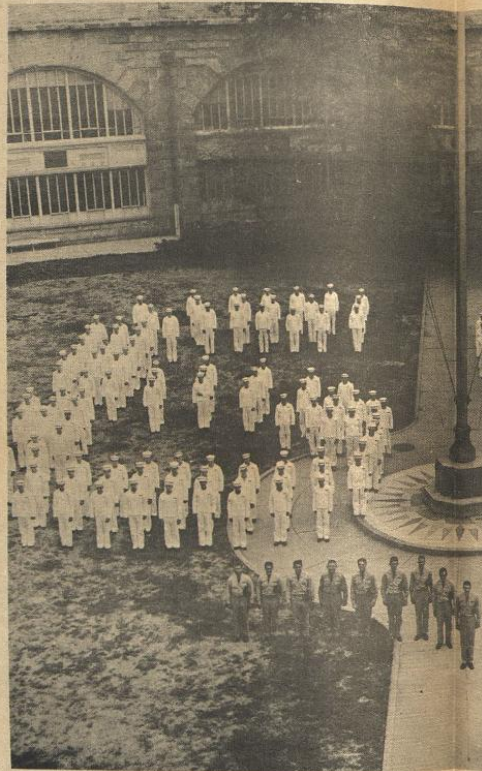


Section 4D4 Back Row Left to Right: Ramm, A.H., Wolff, R.A., Daugard, S.J., Orton, L.W., Steiner, D.J., Balogh, J.D. (section leader), Carroll, G.P., Bozzone, M.A., Winters, W.C., Middle Row Left to right: Miller, J.A., Werner, J.D., Marsters, W.L., Jr., Dreves, D.A., Maddox, G., Sengch, P.T., Frennter, W.O., Lobo, P.E. Front Row Left to Right: Metzger IDO, Corso, R.H., Jr., Ripperger, J.A., Trimalio, W.R., Ullrich, C.R., Groh, R.H., Hofmann, R.C., Feinston R.J., Detorres IDO not pictured Dailey IDO.



First Row, J. Bagedorn, J. Quinn, P. Seides, T. Flynn, D. Frederick, J. Newell R. Johnston, J. Hamantzi. Second Row, J. Plotrowski, J. Spillane, J. Tyler, W. Meadows, F. Regaluto, F. Cloch, S. Zipser, P. Wilson, J. Talmage. Third Row, D. Esdale, J. Graniez, P. Phillips, J. Hamiett, J. Daub, P. Bacl, R. Henderling, D. Warman, E. Macksey.

Fort Schuyler is a unique school in many ways. It is a military school, a Merchant Marine Academy and a top-rated college as well. Because of the demanding curriculum it is necessary to have all cadets thoroughly indoctrinated into military life BEFORE classes commence. During the year the college studies take up all of a cadet's time and energy. There still is, however, the military aspect of Fort Schuyler and it is still an important part of a Cadet's education. It is important then that cadets be taught the basics of military life and that they



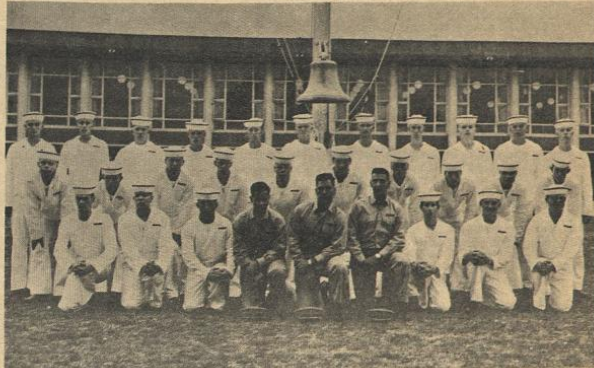
Standing l to r Hasselback, G.M., Bachelor, R.H., Fellows, D.C., Whitford, N.H., Guldenschuh, C.F., Abrams, G.W., Stewart, R.E., Osborne, R., Hoyt, L.R., Woodroffe, W.H., Ruzsala, T.W., 2nd row: Lookens, B.M., Gambacorta, A.G., Cowan, F.R., Moskowitz, S.P., Ebbert, D.T., Shand, J.W., Martell, M.J., Bress, W.R., Chilsan, G.B., Sweetin, F.J. 1st row: Dearstyne, F.J., Ransom, E.R., Wolfo, C. George, S., Seybold, J., Underhill, J. Cote, P.P.

INDOCTRINATION 1965

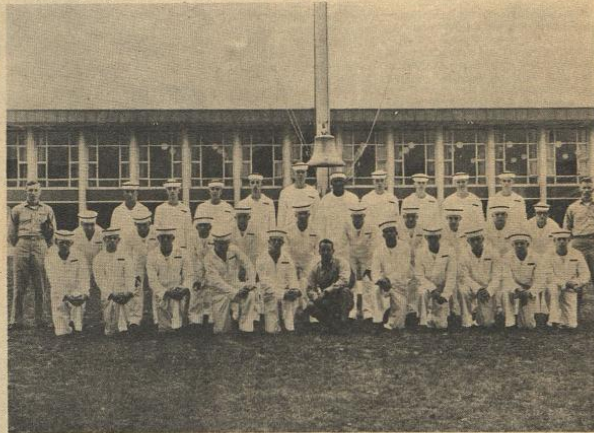
be familiar with its various aspects.

This, then, is the purpose and function of IDO week; to introduce the new cadet into the military way of life at Ft. Schuyler BEFORE they actually begin their collegiate career.

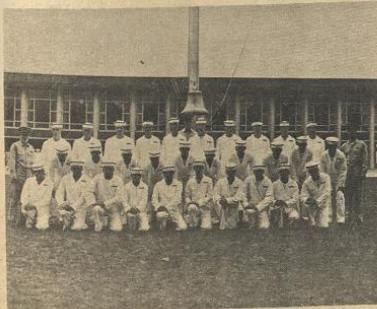
IDO week, 1965, served its purpose as all other such training periods have done in the past. But for us, the Class of 1969, it means a start along the road of a college career that will prove to be the most important chapter in our lives.



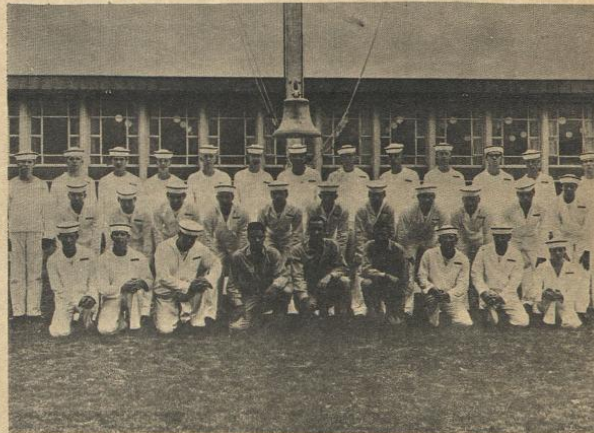
1st row, L - R: Brundage, P.T.; Huth, H.E. Jr.; Thoens, T.W.; Yanazzo, L.J.; Di Capua, P.L.; Salleeby, R.G.; Natanson, I.D.; Coons, A.J.; Miller, D.P.; Nathanson, I.D.; Coons, A.J.; Miller, D.P.; 2nd row: Forreca, J.J.; Giel, K.A.; Alberico, N. Jr.; Bennett, R.L.; Baldwin, G.B.; Smith, J.B.; Krause, D.A.; Wagner, J.E.; Gales, G.R.; Costelli, A.L.; 3rd row: Dostal, D.W.; Files, R.A.; Mason, G.J.; Joyce, P.A.; Boles, R.B.; Weston, G.F.; Libero, A., Jr.; Trump, E.R.; Ryan, J.H.; Stengel, R.J.; Gross, L.D.



First Row - L-R: Staats, T.A., Baker, J.W., Jones, M.D., Wozczak, A., Richardson, J.R., Mr. Jensen, Hill, K.G., Fornuff, W.H., Kish, S.C., Brown, R.E., Hickey, M.B. Second Row L-R: Mr. Gasrin, Bizotte, R.J., Tarnecky, S.D., Weaver, R.J., Giadrosich, D.A., Campion, J.E., Malzone, C.F., Beijen, K.W., Leonard, L.G., Vermilye, S.T., Goroff, S., Mr. McGuire. Third Row L-R: Smiraldo, Darcy, J.J., Poje, S.G., Mikulasovich, J.J., Wendelboe, M., Smith, G.C. Tritt, G.R., Narolis, L.L., Cooke, B.C., Exum, G.W.



1st R. Cole, T. Bishop, A. Heim, E. Peterson, D. Denver, R. Foley, J. Olivo, L. Ames, R. Jensen, R. Gorden, 2nd A. Reid, T. La Guardia, R. Ufer, M. Sherman, R. Toscano, T. O'Brian, R. Whitaker, G. Port, R. Morsehauser, A. Garland, 3rd S. McCall, R. Bedard, R. Tanner, R. Lisiewski, G. Staats, P. Couchman, M. Brown, J. Engel, P. Butz, J. King, Left side Mr. Youngren, Right Side, Mr. Mognoni, Center Back Mr. Liddell.



Left to right, 3rd row - H.W. Trendell, J.C. Jangl, Jr., M.C. Kapitko, W.J. Liedy, H. Wandel, R.L. Racette, V.R. Buch, W.E. Hachmann, R.O. Briggs, To the right of R.O. Briggs is K.S. Gliwa, J.O. Tuohy, R.P. Miner, C.W. Tietze. Second row T.V. Paulaitis, E.A. Altomos, J.D. Whitcomb, J.K. Healing, R.E. Gardner, T.J. Donovan, W.B. Chappel, R.L. McAllister, P. Nixon, To the right of P. Nixon, 2nd row, is H.G. Berrick, D.L. Krizner. First Row, D.W. Dutton, L.C. Beall, H. G. F. Flagger J.W. Calhoun, H.R. Probst, F.C. Pawlock, W.F. Depew, R. Sanacore, R. Smolowitz

M & O News

Efrem Krisher

The U.S. Coast Guard is the oldest seagoing service of the United States. Statutory functions of the Coast Guard can be broadly categorized as Law Enforcement, Military Readiness, Safety of Life and Property at Sea, Aid to Navigation, Marine Inspection and Licensing, and, since 1961, Oceanography.

Oceanographic work by the Coast Guard prior to 1961 was limited to support of the International Ice Patrol and what could be accomplished on a cost-free and not-to-interfere basis. On October 5, 1961, the function of oceanographic research was added to the Coast Guard became a member of the Inter-agency Committee on Oceanography.

The Coast Guard Oceanographic Unit was established in 1923 as an organization to provide continuous support and research for the ice patrol program. This program is essentially the detection and surveillance of icebergs drifting into the North Atlantic Shipping Lanes. The research studies involved are: the origin of icebergs; yearly crop and drift patterns; ocean currents which transport icebergs; and effects of sea ice, waves, and meteorological factors on the attrition and deterioration of icebergs. The authority for these studies was first contained in the International Convention on Safety of Life at Sea of 1914 and was later enacted into law in 1936. The goal of this ice patrol activity is to provide short-term forecasting procedures for the drift of an iceberg and long-term techniques for the prediction of the severity of an ice season as a whole.

From 1923 until 1931 the Unit was located at Harvard University, then moved to the Woods Hole Oceanographic Institution at Woods Hole, Mass. Until 1962 the sole mission of the Unit continued to be the support of the ice patrol. As such, its functions included surveys of ocean currents and the construction of current maps over the iceberg region, utilizing a cutter outfitted especially for oceanography. In 1962 a long-range plan was formulated and approved to expand the functions of the Oceanographic Unit to include cognizance over the whole of the Coast Guard's rapidly developing oceanographic program. The plan also included appropriate augmentation and a relocation of the Unit to Washington, D.C. where an inter-agency oceanographic complex was building. The Unit comprises a total of about 20 scientists and technicians, both military and civilian, plus a small clerical staff.

The Coast Guard Long Range Plan of March 5, 1962, sets forth Coast Guard Capabilities, Interests, and an outline by which Coast Guard facilities may be effectively employed. Areas of Coast Guard interest in which oceanography has a direct or indirect role are:

1. Ocean-wide Surveys. Collection of data designed to yield information about the world's oceans.
2. In-shore Surveys. Observation along the continental shelves and marine estuaries, as well as in large inland bodies of water such as the Great Lakes.
3. Ocean Waves. The design and construction of ships and other marine structures require systematic observation and study of sea and swell. This is also required in order to forecast wave conditions for ship routing, military operations, search and rescue, etc.
4. Ice in the Sea. More information on sea and iceberg formation, drift, and deterioration is needed for increasing polar operations, high-latitude studies, military research, and for the development of waterways in historically ice-bound areas.
5. Radioactivity in the Ocean. Studies are necessary to determine the effects of radioactive contamination upon the ocean and marine life.

6. Oil Pollution of Navigable Waters. Long-range plans to cope with this problem include investigations into coastal circulation and estuarine flushing.

7. Military Oceanography. Military oceanography requirements include Coast Guard contributions in the area of antisubmarine warfare. The Coast Guard Oceanographic Unit activity is anticipated to include projects in four general fields: Ocean Station Project; Coastal Oceanography Project; and Cooperative Projects.

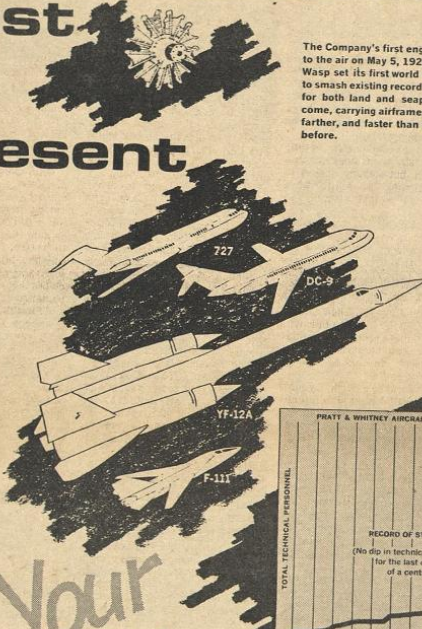
Another important development in coastal oceanography in which the Coast Guard is participating is aerial sea surface temperature surveys over the continental shelf utilizing an airborne infrared radiation thermometer.

Coast Guard facilities along the shores of the United States have been contributing at an increased rate to coastal oceanography in the past few years. Twelve lightships on the Atlantic Coast and four on the Pacific regularly make various observations including sea temperature and water samples, bathythermographs, drift and current observations, and other more specialized observations. The current project of replacing lightships with fixed structures provides and excellent opportunity for adapting these to oceanographic research from the start. Presently two of these facilities have been completed and two more are under construction. All structures include and oceanographic laboratory and platform for the collection of wave, tide, current and other oceanographic data.

Work in connection with the International Ice Patrol will continue to receive primary attention. The 1965 Ice Patrol Season commenced in late February with its usual twice-daily ice information broadcasts to shipping in the North Atlantic Steamer Lanes. Two Hercules C-130 aircraft from the Coast Guard Air Detachment, Argentina, Newfoundland, conducted aerial ice reconnaissance. Infrared radiation thermometers were used to measure sea surface temperatures as a aid to forecasting iceberg deterioration rates. This year for the first time arrows tipped with dye were used to mark bergs to determine drift and deterioration. The marking program was hailed a success; one berg was hit 60 feet above the waterline and the dye remained visible for 10 days.

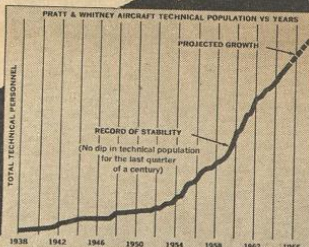
June 6 was the final day of the Ice Patrol season. It was termed as one of the most uneventful seasons and one of the shortest since the Patrol began 2 years after the TITANIC disaster of 1912. This season only 80 icebergs, compared with a total of 380, entered trans-Atlantic lanes off Newfoundland. The season was ended because it was found that the chance of ice hazards to vessel traveling the major northern shipping lanes had vanished.

Past Present



The Company's first engine, the Wasp, took to the air on May 5, 1926. Within a year the Wasp set its first world record and went on to smash existing records and set standards for both land and seaplanes for years to come, carrying airframes and pilots higher, farther, and faster than they had ever gone before.

In recent years, planes powered by Pratt & Whitney Aircraft have gone on to set new standards of performance in much the same way as the Wasp had done in the 1920's. The 727 and DC-9 are indicative of the new family of short-to-medium range jetliners which are powered by the highly successful JT8D turbofan. Examples of current military applications are the J58-powered Mach 3 YF-12A which recently established four world aviation records and the advanced TF30-powered F-111 variable-geometry fighter aircraft.



Your and the Future

Take a look at the above chart; then a good long look at Pratt & Whitney Aircraft—where technical careers offer exciting growth, continuing challenge, and lasting stability—where engineers and scientists are recognized as the major reason for the Company's continued success.

Engineers and scientists at Pratt & Whitney Aircraft are today exploring the ever-broadening avenues of energy conversion for every environment... all opening up new avenues of exploration in every field of aerospace, marine and industrial power application. The technical staff working on these programs, backed by Management's determination to provide the best and most advanced facilities and scientific apparatus, has already given the Company a firm foothold in the current land, sea, air and space programs so vital to our country's future. The list of achievements amassed by our technical staff is a veritable list of firsts in the development of compact power plants, dating back to the first Wasp engine which lifted the United States to a position of world leadership in aviation. These engineering and scientific achievements have enabled the Company to obtain its current position of leader-

ship in fields such as gas turbines, liquid hydrogen technology and fuel cells.

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Giants Football

By Bob Fogarty



Wellington Mora, Pete Rozelle, Roger Rheinhart, Admiral Moore, and Coach Allie Sherman.

This summer witnessed quite a change at the Maritime College. After the cadets returned from their cruise, the New York Football Giants left Fairfield, Connecticut and came to Fort Schuyler to use the athletic facilities for three weeks prior to the opening of the season. I had the privilege of meeting several of the Giants, and I was tremendously impressed with the friendliness of each individual. The team caused little disruption in any scheduling of athletic activity since they generally practiced on Newport Field from about 11:30 to 1:00, and then used the classroom facilities in Risenberg Hall. The entire team was impressed with the overall athletic equipment and facilities in general. Quite often, several members of the team, including Dick Lynch and Jim Katavague, used the pool during lunch time. This proved to be quite an asset, and was certainly enjoyed by many members of the team.

Having the Giants at the Maritime College provided many advantages. Dr. Millington, Chairman of the Economics Department, says "It is one of the best things that has happened at the Maritime College since it has provided us with an outstanding means of publicity in the sports world." The Giants sent out 62,000 pamphlets to supporters which gave an excellent account of the Maritime College, including facilities, curriculum, and the cruise. Frank Gifford interviewed players in front of Risenberg Hall and mentioned the Maritime College several times on his program.

I spoke to Coach Allie Sherman and he was quite pleased with every aspect of the Maritime College and would very much like to return next year. Admiral Moore had an autographed football given to him by Allie and the Giant team since the Admiral is mainly responsible for having the Giants train at the Maritime College. It is hoped that they will return for years to come which would

greatly increase the publicity of Maritime throughout the metropolitan area.

As I mentioned previously, I had the opportunity to meet several of the Giants and I really enjoyed talking to each player. Everyone is always curious about how professional athletes act when they are alone and here are a few observations made on several players:

Tucker Frederickson: seems a little shy and doesn't talk too much but nobody seems to be questioning his ability as a professional football player.

Earl Morrall: a mechanical engineer from Michigan State; he speaks very articulately and is very friendly; no one questions his authority when he calls plays, he is the "take charge" type and has done a great job in coordinating the Giant attack.

Dick Lynch: likes to talk with everyone and seems very popular with his teammates; he likes to tell jokes and is nicknamed "Soupy Sales."

Jim Katavague: Dick Lynch's "side-kick"; Jim is also friendly and has a good sense of humor.

Ernie Kog: brought some southern charm up North; "Big" back and looks very good in practice.

Jim Carroll: All-American at the University of Notre Dame; he speaks very intelligently and is a conscientious worker.

Bob Timberlake: MVP of the "Big-Ten"; he is studying for the ministry; quiet and intelligent.

Henry Carr: 1964 Olympic Gold Medal winner; needless to say, he has a great speed and a strong desire to make good on professional football.

The Giants were not picked to win many games this year but thus far, they have been the big surprise in the N.F.L., thanks to a great rookie crop, team desire, and Earl Morrall. This team is still two years away but with the strength showed last week against the Eagles, Giant fans still have plenty of exciting moments to cheer about.

Soccer



On October 1, the Maritime Soccer team played its first game of the season. On a field that would have been more suitable for water polo, a very enthusiastic crowd watched Maritime beat Danbury State 4-1 in the pouring rain. Maritime scored in every period but one. Scores were made by Earl Stewart (1st per.), Dick Dryer (2nd per.), and Harold Wandel who scored two points in the second and third periods.

On Oct. 6, Maritime played away at the Coast Guard Academy. Maritime was score-

less the whole game. Coast Guard scored in the last thirty seconds of the second period, and in the third.

M.C. Ski Club

Last January a group of Maritime schuss boomers organized the Maritime College Ski Club. Under the leadership of James Farrah, the ski club was chartered and recognized as a bona fide college club. By the time the red tape of organizing was cut through the winter season was drawing to a close.

At the first meeting this year there was a very good turnout and a good deal of enthusiasm. Many trips are planned and prospects for approval of these trips are good. Mr. George Clements has offered his services as faculty advisor.

For those cadets interested in learning to ski, there will be Friday evening trips to Van Courtland Park in the Bronx, where instruction will be available. For more advanced skiers the club hopes to run several trips to upstate New York and Vermont ski centers.

Cross Country

Preview

By J. Maguire

The 1965 Cross Country Team, composed of seven men from last year's team, two intermural winners and a host of promising newcomers are working hard for the season's opener against Hunter College on October 9th. The team captain, Butch Kuchinkas 1/c the only three year veteran and a consistent 30-minute man, is looking forward to a very successful season and possibly an undefeated one. Bill Berger 3/c whose time of 29:56 was the best last year, and Ed Robinson 2/c another 30 minute man, are back again to help Kuchinkas lead the pack. Steve George 2/c Peter DiPaola 2/c, Mark Werner 2/c and Fred Fichtman 3/c, all around or under the 31 minute mark and consistent scores last year are running well in practice.

Last season's team compiled a 6-7 record amid an unusual amount of injuries to key runners and some outstanding competition. The running of P.J. O'Brien 2/c will be missed, but the new men out for the team promise to all meet deep depth to an already strong team. Jeff Parker 3/c, intermural mile winner, and Fred Guenther 3/c intermural 440 winner, are turning their talents to cross country this year. Gary Tritt 4/c a 4:29 miler in high school, Greg Russell 3/c, Rich Morschauer 4/c, Don Metzger 2/c, Jay Werner 4/c and Dieter Dostal 4/c all look good this early in the season.

Coach Matt Twomey has scheduled 10 meets against 13 teams this season. He is capably assisted by manager Tom Allen 1/c, this year's Regimental Commander. Matt has had only one losing season (last year) since he started Cross Country at Maritime fourteen years ago. This can be attributed to his great coaching ability and the inspiration he gives his runners.

All the meets are held on Wednesdays and Saturdays on the 5 mile college course at Van Cortlandt Park in the Bronx. This course, the site of the Nat. A.A.U. championships and other important meets, has long been considered the toughest in the East.

On Saturday, October 9th, Maritime's cross country team overcame Hunter College in their first meet of the year. Hunter was not much competition for Coach Twomey's men, as they pushed the first ten men across the finish line before a Hunter man came across. In shutting out Hunter 15-50 (low score wins in this sport) they achieved their first victory of the year.

Greg Russell 3/c, easily won the meet with a time of 32:54 as Ed Robinson 2/c was second in 33:07. The Brothers Two, Mark and Jay Werner came in side by side in 33:20. Butch Kuchinkas 1/c, the leader at the three mile mark, sustained a slight injury and in fifth to close out the scoring for Maritime. Fred Fichtman 3/c and Pete DiPaola 2/c placed sixth and seventh. Russell looked very strong at the end of the race and figures to be up with the leaders for the rest of the season. The team, as a whole, looked real good despite the lack of competition and promises to be stronger once Bill Berger 3/c gets over his leg injury.



The weekend of October 9 and 10 proved busy for the Maritime Sailing Squadron. On Saturday, team racing eliminations were held here. Skippering for Maritime were Jimmy Warren, 2/c, Johnnie Luard, 3/c, and Larry Ames, 4/c. Sailing the best two out of three races, our first opponent was Webb Institute. We won two straight aided by Luard's first in the initial race and a beautiful luff by Ames which let Luard and Warren finish second and third. Thus we went on to Stevens, whom we rolled over, Warren gaining a first.

Winning these two meant we had to sail against the winners of Saturday's races at Kings Point. To nobody's surprise this turned out to be the United States Merchant Marine Academy. Therefore, Sunday was spent trying to drift faster than Kings Point around a modified gold cup course. The Mariners had obviously been practicing for this type of racing and it proved difficult to escape from their covering. All of us still Warren, Ames, and Luard, managed to break through a couple of times, but we were not consistent enough to 'bring home the sausage'.

On Sunday October 10, Maritime hosted an Octagonal with two divisions. Hugh Straub 4/c, skippered in A division, while Don Steiner, 4/c did the honors in B. The racing was very close among ourselves, R.P.I. and Fordham. The results show that we would have won except for a very costly foul. In the first race Straub hit the windward mark, while in first place, forcing him to retire. Consistent sailing by Steiner in B and Straub's good finishes later brought us to within five points of R.P.I. However, if Straub had gotten his first it would have given us seven more points and a victory. In this meet a Maritime first was experienced—participating against the gentler sex. Both Wagner and Swathmore (naturally) sent female crews.

Except for a slight delay Saturday morning all proceedings went very well last weekend. Much credit must be given to Pete Buini (Race Committee), Grannie Hillebrand (Launch & Marks) and Bob Goldman (Dinghys and Courses).

The sailing team is building a good future with the Fourth Class, Larry Ames, Don Steiner, and Hugh Straub participated on a varsity level last weekend and did very well. A number of others show great promise including Pete Butz and Don Fellows.

TEAM RACES

	1st	2nd
Webb	13	131/4
N.Y. Maritime	14	14
Stevens	121/4	121/4
N.Y. Maritime	181/4	15
U.S.M.M.A.	91	
N.Y. Maritime	63	

October 10

- R.P.I. 48
- N.Y. Maritime 46
- Fordham 33
- Bucknell 29
- Wagner 29
- Swathmore 25

AMES LEADS MARITIME IN AREA CHAMPS

Larry Ames 4/c led the varsity sailing team to a second place in the Area Championships held Oct. 16 & 17 at Kings Point. We gained second by one point over Marist and although tied with Cooper Union, we were awarded second because we had more first place finishes.

After twelve races we were one point behind Marist and five behind Cooper Union (Kings Point had a large lead). The object was to pass them in the next four races. John Luard 3/c, skippering in A division held his own; but Larry and crew, Lou Sirois 2/c, got their adrenalin up and gained two firsts. Larry

Maritime Goes Undeclared

This is the type headline that the Maritime College needs and Coach Larry Sciacchitano is here to do his best to see that our wrestling team produces just that type. The coach has a lot of enthusiasm and knows that he has a lot of talent to work with.

His biggest hopes are in the person of Jay Bolton, a second classman who is expected to do great things this year. As a member of the AAU, Jay has wrestled in major eastern cities and has proved himself to be among the best. Rowan Osborne 4/c, appears to be one of the finest freshman prospects that the coach has seen. Our Regimental Commander, Tommy Allen, is expected to be a real asset in the 177 lb. class. Other returnees from last year are Austin Dooley 3/c, Jeff Thomas 3/c and Earl

Stewart 2/c. Cadet W. Frennier's record of 70 wins and 4 losses in high school speaks for itself and it is hoped that he will increase this.

If Tom Flynn, in the 167 lb. class can carry over some of the abundant soccer enthusiasm he has, we can also expect a lot of help from him. John Ferrero 3/c is a 115 lb. class wrestler and he is expected to boost Maritime's score in this class.

The wrestling team will start daily workouts on 3 November in preparation for its coming matches. Coach Sciacchitano plans to introduce new training methods and also music during practice. So keep your eye on the wrestling team this year as it looks to be one of Maritime's better teams.

AREA CHAMPIONSHIPS

- U.S.M.M.A. 174
- N.Y. Maritime 134
- Cooper Union 134
- Marist 133
- Webb Institute 97
- Columbia 96
- NYU 92
- Fordham 88
- Iona 78
- Queens 76
- Wagner 44

NEW GERMAN ATOMIC POWERED SHIP

Due to be launched in 1967, West Germany's first Nuclear powered vessel, the Otto Holm, will be fueled with the U. S. government's enriched uranium. An agreement has been reached with the Atomic Energy Commission to supply the fuel under a lease or rental arrangement instead of an outright sale.

The contract also calls for the exchange of information between the German Atomic Ship Propulsion Company and the Atomic Energy Commission regarding the construction and operations of the Otto Holm and the U. S. Savannah, recently entering commercial trade under the American Export flag.

MMA Hosts Symposium
(Continued from Page 3)

uses of all the academies were deficient in their knowledge of cargo handling, business management and labor relations. Beyond these general areas, much time was devoted to detailed discussions within the curriculum committee. "Double Duty" courses were discussed. What we know as the core curriculum was looked on with favor. The practical application of mathematics and physics to stability, engineering and navigation. "Rote learning" caused concern, since memorizing innumerable details did not always indicate understanding of the subject. Maine Maritime has already taken steps to stress understanding of the principles which may later be applied to situations en-

countered in actual practice. The two and one-half days of presentations, discussions and committee meetings did not lead to any specific decisions. No conclusions or recommendations were developed, other than that a

similar symposium should be held next year. Efforts are now under way to compile these expressions of opinion into a booklet for wide distribution within the industry. George E. Thompson

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Fencing

By James Lennon

After completing a reasonably successful season (5-9-2) last year, the 1965-66 team hopes for an even better record. With the return of 12 varsity letter winners the team's depth has not greatly depreciated due to loss of graduates. Among the returning lettermen are Bob Schmitt, Rich Stark and Al Pellegrino, who now commence their fourth year with the team.

On a personal interview with Head Manager David Cole, while in his office adjoining the canteen, he was quoted as saying "With the return of such men as our undefeated intercollegiate sabre fencer Frank Flagntz how can we do anything but win". Mr. Cole, having been associated with the club for three years is considered to be a highly reliable source.

The team this year is co-captained by Bob Schmitt and Jim Lennon. Young Schmitt will lead the foil team which consists of such fine fencers as Brian "The Brute" Harlan, Andy Sferri, Fred Lorch and Kosimir Bog.

Slashing their way to victory on the sabre team besides the already mentioned "fleet footed" Flyntz is Linus Mangelis, Rich Stock, Al Pellegrino, Vladimir Petrov, and Skip O'Leady. In the past, having always made a good showing, these agile young men are determined to uphold the Maritime tradition of victory.

Last, but not least, is the "pig poking" epee' team. Spear-headed by Mark "The Desert Fox" Warner, Jim "The Lash" Lennon and Wayne Kroncke.

Among the outstanding 69' ers to join the team are Kritzer, King, J. Coyote, Nathanson, Gordon and Jangli's. (no relation to Mangels). Cozy Cole's new assistant manager, Lud Lombardo (fleet foot's roommate), known for his slipping tactics, decided to put them to good use by also joining the team this year.

Mr. Cole, while finishing a slice of pizza in his office, ended his interview by stating "this year's parties look better than every.

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