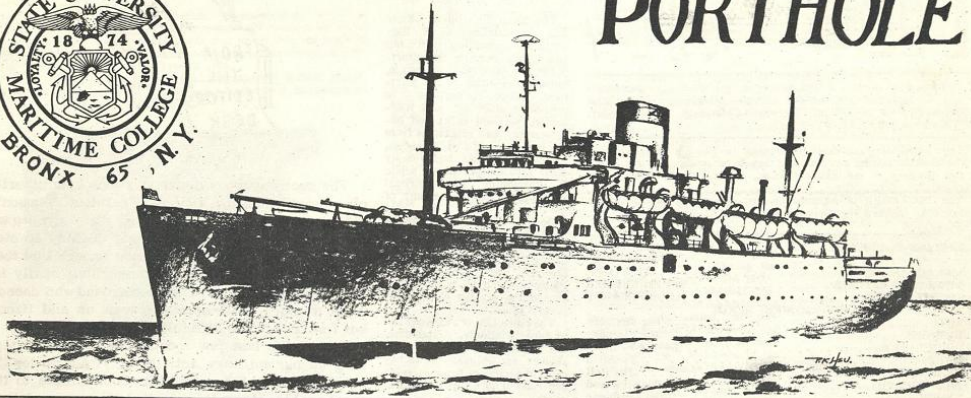




PORTHOLE



Volume XVII Number 12

1, December 1965

1966 CRUISE ANNOUNCED



Preliminary plans for next summer's cruise have been announced by Captain Robert Phillips, commanding officer of the training ship Empire State IV. The cruise dates are the most definite parts of the schedule with the ship leaving Fort Schuyler on 14 June and returning to the old familiar dock on 23 August. In between it is entirely tentative, and the itinerary could undergo a few changes before next June. Even so, this is the earliest date that a proposed plan has been made available; and the Cruise Planning Committee, with the help of a few second-classmen, deserve all the credit.

There are a few details of special

significance besides the port-to-port and arrival and departure table. Only if the COMMODORE is entered in the Bermuda sailing race will the ship stop there. Otherwise, the extra time thus made available will be used for drills. Ceuta, in Morocco and across from Gibraltar, will be a fueling stop only and no liberty is to be granted. Hamburg has been designated as the tour port, but no further plans for a trip have been made. Bermuda and Palma are scheduled as the anchorage ports. It is expected that tropical whites will be approved for the three southern stops. The time table looks like this:

Port	Arrival	Departure	Liberty Days
Fort Schuyler		14 June	-
Bermuda	17 June	19 June	2
Ceuta, Morocco	29 June	29 June	0
Palma de Majorca	1 July	5 July	4
Lisbon, Portugal	9 July	14 July	5
Hamburg, Germany	19 July	25 July	6
Goteberg, Sweden	28 July	2 August	5
Antwerp, Belgium	5 August	10 August	5
Fort Schuyler	23 August		-

STUDENT COUNCIL

At a meeting of the Student Council on Wednesday, 10 November, the president, First-classman George Meyer, presented an agenda of eight items for consideration by the administration. These were put in the form of suggestions and any other between-the-lines interpretations are purely coincidental. While the items are not necessarily earth shattering or extra sensational, they do indicate the trend of the times. The action taken represents the attitude and cooperation of the administration as reported by the dean of students, Captain Arthur J. Spring, on 12 November.

Suggestion One: That funds be allocated for the film program.

Action: This will be taken care of as soon as the Council furnishes a list of the films desired and the cost of the program.

Suggestion Two: That hot drinks such as coffee and chocolate be provided for the night Watch (and maybe sandwiches?)

Action: Hot drinks, yes; sandwiches, no.

Suggestion Three: That a standard-sized cork bulletin board be authorized for each cadet.

Action: A sample of a cork bulletin board satisfactory to both Council and Administration will be obtained.

Suggestion Four: That the present gold embroidered Admiral's star be replaced by a detachable pin-type device that can be worn while dressed or undressed. It would be a distinguishing mark for deserving cadets, and it might even inspire others to scholastic achievement.

Action: The Ship's Store will obtain silver and gold samples to replace the rejected ones.

Suggestion Five: That adequate tables be provided for the TV sets in the Company recreation rooms so that the programs may be seen by viewers far back in the gallery.

Action: Higher tables will be put under the TV sets.

Suggestion Six: That hand towels be provided in the dormitory heads (with dispensers).

Action: The household budget does not allow for such an expenditure for the washrooms.

Suggestion Seven: That pencil sharpeners be provided in each classroom.

Action: Tables for consideration at a future date.

Suggestion Eight: That approval be given for the First Class-5 Faculty pre-holiday basketball game, with 25-cent admission, proceeds to be donated to the Retarded Children's Home.

Merchant Marine To Depend on Technology

At the 73rd annual banquet of SNAME on Friday evening, 12 November, Alan S. Boyd, Under Secretary of Commerce for Transportation, told some 1,700 marine technical experts at the Waldorf Astoria that the long-term future of the merchant marine industry would depend on new developments in its concepts, technical practices, and systems of operations.

He stressed that by making any and all changes dictated by the times and by the necessity for survival in such a competitive field, operational procedures might become so accelerated and efficient that there would be no need for subsidies. He made special mention of nuclear-powered shipping among the promising fields of imminent expansion.

Mr. Boyd predicted that high-tariff cargo from the major ports of the world could be taken over completely by a fleet of ships that could do 30 knots. To this he added that "it may offer our best immediate hope for our merchant marine to establish itself as a privately owned and privately operated fleet using technological superiority to offset the cost disparity we face in most fields of marine competition." He also mentioned the dramatic possibility of surface-effect ships which can make 100 knots on a cushion of air.

American Export Isbrandsten Lines is planning four fast nuclear cargo ships for around the world service. The Maritime Administration will have to approve these plans before they can be activated. The biggest obstacle for this technological approach is the vast amount of money necessary for research and development.

Mr. Boyd feels that money now used for subsidies would be more than enough to finance this research program. The Federal budget this year lists \$324 million to be spent for construc-

tion and operating aid, and \$80 million for indirect subsidies. Only ten and a half millions are proposed for research and development.

Rapetti Elected

At the Middle Atlantic Regional Conference of International Relations Clubs held at Washington, D.C. on October 29-31, Cadet Alfred Rapetti of the Third Class was elected regional vice president and Cadet Raymond Saleeby, Second Class, was named district treasurer for the ensuing year. The MAR includes all colleges and universities from Connecticut to Virginia, and the district includes forty institutions in the metropolitan area.

This is the first time that a Maritime representative has been elected to such a high office with the IRC's. Rapetti was nominated by the representative from Harpur. He was opposed by three others, one of whom was a foreign student. On 31 October his election became a reality. Rapetti is the president of the Maritime IRC and Saleeby is vice president. Dr. Albert J. Gares is the faculty advisor.

The Conference took place at the Sheraton Park Hotel and its theme was "The Alliance for Progress." The Alliance and its progress and purposes were discussed and debated by the representatives from the many Clubs, and guest speakers from the State Department and United Nations were featured at the three-day meeting. The Conference highlights were broadcast on Radio Free Europe.

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"HE SAYS HE MUST HAVE BURNED HIS CREDIT CARD BY MISTAKE."

Comment

The Maritime College Chapel was established as a non-sectarian meditation room a few years ago through the efforts of the late Admiral C. T. Durgin, former President of the Maritime College. Its purpose is to provide a place for quiet meditation, spirited uplift and development, and relaxation from the pressures of a daily routine. At scheduled times, high-fidelity tapes provide appropriate music to reinforce the spiritual atmosphere and the beauty of the Chapel.

Doctor Degani, Chairman of the Chapel Committee, has expressed willingness to fill requests for the acquisition of favored musical selections. Plans are being made to increase the playing of music at certain times.

The collection of religious literature (Catholic, Protestant, and Jewish) is housed on bookshelves and is available to any cadet desiring to browse, relax, and read in the Chapel's reading room. With all of these facilities available at any time, it is puzzling as to why the Chapel is not being used more frequently and extensively. Just a few moments taken for relaxation, self-evaluation, to seek guidance, to worship or to pray provides a strengthening to carry on and cope with the hustle and bustle of college activities.

The need for such a facility exists at any institution and its rewards are unlimited. It is hoped that the pending changes will encourage more cadets to make use of it.

 There are many maxims which are applicable to the morals and character of an individual such as "The tongue speaks for the heart and the mind" and "The penis is the tongue of the mind".

The cadets of the regiment should begin to consider what impressions visitors to the college have of them when they occupy classrooms at the college for conferences. The visitor sitting at a desk in any of our classrooms sees on desk tops drawings and writings along with variations of art work which are not in keeping with standards expected of cadets. What judgment would you make as a stranger viewing this art work for the first time? Is the cadet regiment to be judged by the quirk of a few? Isn't it about time we came of age mentally and made an effort to eliminate this nonsensical practice? Otherwise we have no other recourse but to be judged as Cervantes said, "The pen is the tongue of the mind."
 From - Dean of Students Office



The recent campus demonstrations by a minority of college students against President Johnson's policy in Viet Nam have raised many eyebrows. For these students to ask their country to stop fighting for freedom is evidence enough that they don't realize how serious communism really is. However, there isn't a person around who doesn't want a quick settlement between us and Hanoi, but few realize the difficulty of this task.

During the last few months we have been stepping up our military activity in Viet Nam for the sole purpose of forcing the Communists to the treaty table. It was thought that if we proved that we meant business our enemies would cease fire. As yet, this theory hasn't held too much water. It appears that mediocre attacks on various installations have done nothing but to help the Communists develop a false sense of security concerning their resistance to our attacks.

The Communists would be foolish to believe that a few scattered anti-war demonstration will, in time, destroy our will to win. Time is not on their side. These beliefs, as naive as they are, are keeping them from peace. Unless we want another Korea, drastic action must be taken in the near future. Meanwhile, it is silly and self-deceiving to make the dissenters on our campuses into fall-guys for our inability to blast our enemies to the conference table.

Cruise Notes

With the early choosing of the itinerary for the 1966 cruise, most of the cadets know how important money is in Europe. So with everybody getting a pretty good idea as to where we will be going, it might behoove some of us, if not all of us, to start saving for what appears to be the best cruise in quite a few years. Also, we found out that near Rockefeller Center there is a foreign exchange house where American currency may be exchanged into currency of almost any country. A few dollars of foreign currency will make the first day in every port a little easier until the banks open.

On the roof will be an instrument level containing meteorological apparatus, and a radar pickup from the Central Weather Office which will locate areas of precipitation within a 250-mile radius of Fort Schuyler.

The engineering wing, occupying approximately 60 percent of the total square footage of the whole building, will have facilities equal to those of the science wing. The first floor will contain marine engineering labs, and a large room that may eventually be converted into a towing tank or a naval architecture lab. Shop facilities utilizing \$200,000 worth of new equipment will also be located on the first floor, as will a Strength of Materials Lab.

Offices for the engineering staff, electrical and electronic engineering labs, fluid mechanics lab, research and development lab, and a "controls" lab will all be situated on the second floor. An analog computer lab will be connected with the digital computer lab in the science wing, so that a hybrid readout may be realized by combining both computer facilities. Completing the second floor are two 60-man classrooms for lecture-type instruction.

The Tech Hall will hopefully be completed by September 1967, at a cost of over three million dollars. In addition, the combined science and engineering departments have another million dollars to spend on new equipment.

During the past two years, the College has experienced a remarkable change in its physical

appearance with the completion of Vander Clute Hall in 1963 and Riesenberg Hall in 1965. This expansion, however, will not stop here. Many new projects are now underway, and others are being planned. The most immediate of these projects is the restoration of the L.I. Sound waterfront area by building a new seawall from the present cadet parking area up to the armory. A new entrance to the college will be on this side, connected to a road running along the seawall with exits on the gym side and "Officers Row" side of the dorms, and another exit to the Fort area. The old road and entrance will be closed just past the entrance to the DeLong pier. Plans also call for the demolition of the old armory, where a new cadet parking field is to be constructed. Another general parking field will be built in front of the gymnasium. Two new tennis courts will be located behind and between "D" company and the bridge. All of this work should be completed by the summer of next year.

On a somewhat smaller scale, but nevertheless important, is the transformation of the "C" company general meeting room into a small theatre-type lecture hall capable of seating 120 persons. Included in this change will be a tile floor, tiered seating, curtains on the windows, and a permanent movie screen.

The quadrangle is to be extended out to the second tree in order that the entire regiment may be mustered out from under the messdeck overhang.

Notice

8 November 1965

From: Dean of Students
 To: All Cadets
 Subject: Scholarships for Spring Semester.
 1. Because of the many questions raised on the availability of Scholarships the following information is given.
 (a) When the college has received all gifts to be used for scholarships an announcement will be made to the Cadet Regiment concerning them.
 (b) In order to apply for a scholarship a cadet must have on record in the Dean of Students Office Parents Confidential Statement. (Forms for this may be obtained in the Dean of Students Office).

-IMPORTANT-

If a cadet has a Parents Confidential Statement for 1965-66 on file now HE NEED NOT FILE ANOTHER ONE. However, if he does not have one on file he should file now using the 1966-67 forms available. These forms must be on file in the Dean of Students Office by 4 January 1966.

(c) Awards for scholarships will be in \$200 to \$250 amounts and will be based on:
 1. Academic record for Spring 1965 and Fall 1965 semesters.
 2. Indication from Parents Confidential Statement of need.
 2. Additional information and applications for scholarships should be available for all concerned before the Christmas vacation.

Because of our infrequent outing(s) this semester, we feel somewhat like strangers in a hostile neighborhood as we emerge in print for the second time. We take a whiff at the atmosphere and glance furtively to both sides, front and back. We feel uncertain about things; we are skeptical about the reactions to our meager efforts from any and all our loyal readers. But this space was meant for a holiday message of greetings and cheer. In accordance with our haphazard schedule, we are not quite sure what celebration to anticipate, what greetings to proclaim. It could be Christmas, Chanukah, the New Year—or it might even be Easter before this gets to Bethpage. We had hoped for Thanksgiving. And for that purpose, we hoped that everyone had an enjoyable and plentiful long weekend.

NEW BUILDINGS

by Glenn R. Germaine

Perhaps the largest project ever to be undertaken at Maritime is the construction of the new Science and Engineering building, which is scheduled to be started next month. Generally, the building will consist of a four-story science wing, with labs, classrooms, and associated offices; a two story engineering wing with labs, shops, classrooms, and associated offices; and a center area containing a lecture hall, Commons, and conference rooms which will be shared by both departments.

More specifically, the basement of the science wing will contain nuclear laboratories. The first floor will have nuclear labs, an X-Ray lab, two research labs, and a main lecture hall with a 200-seat capacity. On the second floor will be located the "lower physics division" labs (mechanics and electricity) and a recitation room. Chemistry, radio-chemistry, and metallurgy labs will be located on the third floor. The latter will have four furnaces with associated cameras for the study of metals. Meteorology labs will occupy the

ALUMNI DANCE Soundoff HAGUE POST DINNER DANCE

On the 15th of October, the Alumni Association of the Maritime College held its Annual Fall Dance in the Grill Room of the Hotel Roosevelt. It was an informal affair and more than one hundred persons attended. The graduates in attendance represented classes from the Saint Mary's to the Class of 1964.

Cadets Thomas Allen, Regimental Commander, Robert Bruce Regimental Chief of Staff, and Charles Nolfo were in attendance representing the Cadet Regiment.



Vinny Barra seems to be enjoying the atmosphere also.



1964 graduates and their wives, left to right; Bacil, Webber, MacNamara, Tommony.

PHANTOM # 87

Every once in a while the question of whether there is or isn't an article #87 pops into everyone's mind. Well, Article #87 appeared the other day and stayed long enough to be noticed. The following is a brief account of this phantom regulation. This is not the original #87, but an interpretation.

General Order #87 contains the Regulations and Minimum Standards for State Maritime Academies and Colleges. The following are questions and answers concerning General Order #87: What is the federal subsidy payment?

This payment consists of an annual allowance of six hundred dollars to be paid to each cadet for each year of his schooling not to exceed four years. The purpose of the payment, as stated in General Order #87, is to assist students to defray his cost of uniforms, textbooks, and subsistence. In what classification does Order #87 place cadets of the Maritime College?

Each cadet enrolled in the Maritime College is considered to be an employee of the United States and is entitled to all benefits of the Federal Employees Compensation Act. What obligations does a cadet have when enrolled in the Maritime College to receive these payments?

A cadet is required to take an oath of affirmation of allegiance to the United States and to execute a non-subversive activities and no strike affidavit. He is also required to comply with all published rules and regulations set up by the Maritime College. What benefits does a cadet receive?

Besides the federal subsidy, a cadet is entitled to receive U.S. Public Health Service hospitalization, medical and dental service while at the College. These services are rendered to all cadets without cost. What are some of the other requirements set up by this order which the school is obligated to follow?

(1) It requires the College to set up certain curriculum for training of Merchant Marine officers.

(2) It establishes rules and regulations governing the training ship.

(3) It authorizes a policy on admission requirement, both academic and physical, to be established by the President of the Maritime College.

(4) It also sets forth requirements for personnel employed on the training ship.

(5) It sets up a leave policy, for all cadets attending the College.

(6) It requires the school to set up a disciplinary program for the cadets.

(7) It requires that all cadets who have received uniform, textbook and subsistence allowance, must agree in writing to apply, at an appropriate time prior to graduation, for a commission as Ensign in the U.S. Naval Reserve and accept the commission if tendered.

This article does not include the complete text of General Order #87 but if the cadets of the regiment think G.O. #87 should be printed in its entirety for placement in their Book of Rules and Regulations, let the editors know.

On Saturday the 16th of October, 5th Ave. was jammed with 10,000 marchers demanding the withdrawal of American troops from Viet Nam. There is no need for going into details concerning the march. It received more than ample coverage, both here in the United States and abroad. The pacifist march brought the world's attention to the fact that a faction of the American public is less than pleased with President Johnson's methods of stopping the Communists from taking over Southeast Asia. Regardless of the political reproussions and moral questions generated by the parade, it served the purpose of making many Americans make a decision that was long overdue. Are we or are we not going to fulfill our promises to Southeast Asia? Do we have a right to intervene on behalf of the Vietnamese government and is this intervention welcomed by the people of Viet Nam? Yea or nay, these are the only two decisions that can be made. When it comes to war, and it has come to that, there can be no middle of the road. I'm sure, rather I'm positive, the great masses of Americans stand behind President Johnson. They recognize the necessity of containing the Communists now while we still have the power to do so. The Communists thirst for conquering new lands and new peoples is insatiable. Aggression is required of them, it is inherent in their doctrine. It only follows then, that a stand will have to be taken someday. It is better that this stand be taken now while we still have our allies (however timid). A man once said he would rather fight the Communists in the jungles of Viet Nam than on the sunny beaches of California. I agree with him.

The human being is endowed with a great sense of optimism. It is a good quality to have. The American people however are overly optimistic. We have refused to see the situation as it really exists. For too long we have looked at the world through rose colored glasses. Today we can no longer afford this ignorant bliss. The time has finally come when we must psychologically adjust to the fact that our country is at war. It is one thing to be aware of the situation and another thing to realize the situation. The faculty for realizing the meaning of war is to be admired in the pacifists who marched on 5th Ave. When they read X number of men were killed in Viet Nam on a certain day they realize that each constituent of that number represents a human being, a human being with the capacity to experience love, sadness, joy, and pain. The marchers being intellectuals, pseudo-intellectual and would-be pseudo-intellectuals readily recognize that seeds of violence, death and destruction will bring forth fruits of misery and chaos. This is true and again I applaud the pacifists for their laudable insight. When we combine these two ideas we find, by synthesis, that war kills men and brings grief and misery not only to the combatants but to innocent women and children as well. It appeals the reason then that war should have went out of existence upon its inception. As long as man has a mind he will have ambition, so this can't be. The system of thought also produced by this mind will give the ambition a path to follow and a goal to reach. Unfortunately men's ambitions often clash. This is what is happening in Viet Nam. We are not happy with the look of the world map today but we are willing to accept it. The Chinese Communists on the other hand envision a China with "the glory that was Rome and the beauty that was Greece." To achieve her aim she has instigated the war in Viet Nam. If she succeeds in acquiring Viet Nam as one of her satellites (and I'm sure she will not) it will mark the beginning of the end for all the Western nations.

Let the pacifists: were more

As a guest of the Alumni Association, Cadet T. E. Allen, Regimental Commander of the Cadet Corps, attended the Robert L. Hague Post's annual Guard of Honor Dinner Dance held in the Waldorf Astoria's Grand Ballroom on Saturday, 6 November.

The post is an American Legion Merchant Marine Industries Post #1242 and is named in memory of Robert L. Hague, the late Manager of the Marine Department of Standard Oil Company of New Jersey during the "roaring twenties". The activities of the 25 year old post within the framework of the American Legion Organization, are primarily devoted to furthering and strengthening the American Merchant Marine. Members of the post are leaders in the maritime industry or have a close association with it. Their efforts include keeping the American public constantly aware of the vital need for a strong Merchant Marine, promoting legislation favorable to providing a healthy climate in which our Merchant Marine can grow and prosper, assuring support from the nationwide American Legion and offering financial aid to the maritime schools, such as Fort Schuyler.

This year's honored guest was Admiral Edwin J. Roland, USCG, Commandant of the U. S. Coast Guard. Among the distinguished



L to R. Howard Humphries '38 Vice Admiral H.C. Moore, Admiral E.J. Roland, Miss Robin Phillips, Cadet Thomas Allen, Regimental Commander.

astute they could see that the sword stopped Ali Pasha's fleet at the Battle of Lepanto. This saved all of Europe from being subjected to plunder, murder and rape by men who were fighting for their God. Or take the case of Hitler for instance. He was a very interesting person with some very interesting ideas. One of his ideas, genocide, resulted in 6 million people dying a shameful death. If it were not for American bullets, bombs and a sacrifice of thousands of young men, all of his interesting ideas would have manifested today. Men have waged war since the dawn of time. It is foolish to believe this practice will stop. The truth of this statement is verified by history.

And so in conclusion, I say to the pacifist marchers, the bleeding hearts and any other group that is disgracing our country: "think of all that stands to be lost if we do not accomplish our aims in Viet Nam. We are standing on the border line between heaven and oblivion. The situation is that serious. We will win in Viet Nam and someday the danger that is jeopardizing our way of life will be found only in history books. But before that time, it is essential that we all reexamine, and for many, reformulate our attitude towards the conflict in Viet Nam."

New Observatory

The new observatory on the roof of the eastern part of the Fort was completed in August at a cost of \$18,000. The dome, which is 16 feet 6 inches in diameter, is a true hemisphere. It is driven electrically and controlled by push buttons. The dome can be rotated both clockwise and counter-clockwise. The telescope is concealed behind balanced shutters on the dome which open up to 4 feet.

The location of the observatory was selected with consideration given to the night lights from the Throgs Neck Bridge. It was placed as far as practicable from the bridge to cut down the effect of the bridge lights on telescopic observation.

A 4-inch refracting telescope is the primary piece of equipment in the observatory. It can be used for both visual and photographic work. There is also a 4-inch reflecting telescope in this new astronomical lab. A larger telescope will be obtained at a later date.

At the present time, the observatory is used by individual cadets and teaching staff members. It will be used later for regular courses in astronomy. The combination of the new astronomical observatory and the R. J. Reynolds Planetarium will greatly facilitate the teaching and provide valuable learning experience for the students taking astronomy.

TANKMEN

This year the swimming team has been made a varsity sport and has scheduled ten inter-collegiate swimming meets. We have a scrimmage with Kings Point on November 19th, but the official season doesn't start until December. These are our formidable foes

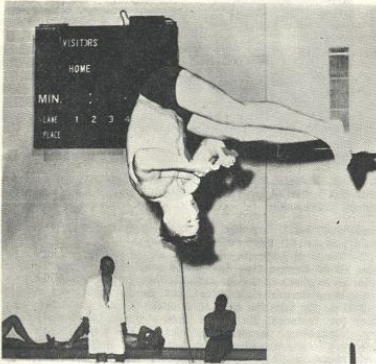
December			
Wed. 8	City College	A	1630
Sat. 11	Fordham	H	1400
Fri. 17	Manhattan	H	1630
January			
Wed. 5	Brooklyn	H	1930
Fri. 7	New York U	H	1900
Sat. 19	St. John's	A	1600
February			
Fri. 11	Hunter	A	1600
Wed. 16	Brooklyn Poly	H	1400
Sat. 19	Stony Brook	A	2000
March			
Tues. 1	Adelphi	H	1500

With 11 men returning from last year and 15 new men adding strength to the team, Coach Roy Larson is expecting a very good year. Here is a look at a few outstanding prospects.

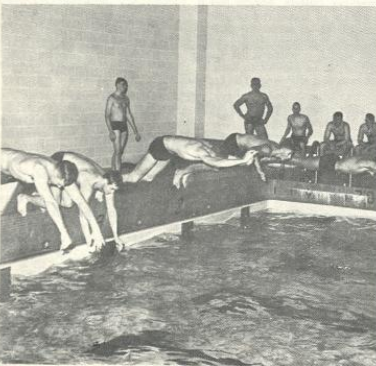
Gino Nyerger, 1/c, came to the swimming squad late in the season last year but with his good form and proper conditioning he proved to be our best individual medley swimmer. John Ryan, also a first classman, is our butterfly specialist. This year, "J.J." has improved his form by lengthening his stroke and is expected to have a very good season.

Representing the second class we have Joseph Ward, who was chosen to receive the "Most Valuable Swimmer Award" by his teammates last season. Joe is a good, strong versatile swimmer who we expect to do quite well this year. Edward Ratigan, 2/c, a diver, who won his only two competitive events last season has shown steady improvement in post season workouts last Spring, and early fall workouts to date.

The third class is not without



Tarnecky 4/c starts a summersault during swimming practice



John Klepper leads the rest of his teammates Nyerger, Orton and Ward in practice session.

its share of talent. Ray Miles is a potentially fine freestyle sprinter. He is a good hard worker and also swims butterfly for us. John Klepper could prove to be a big surprise in the distance events. John is big and strong with good competitive drive. Dennis D'Salvo is working hard and will have to handle most of the breaststroke events for us. Bob O'Rourke with his fine diving form is expected to improve on his performances of last year.

In the fourth class we have L. Clay Beal who is one of our better new swimmers. He is a proven backstroke and individual medley man, and will add much to the all around strength of the team. Lance Orton, 4/c, is another very fine newcomer and may prove to be our best freestyler. John Campton, 4/c, is also a freestyler who will concentrate mainly on the sprints.

Some other new men who will certainly add to our overall strength are: Richard Kriete, 2/c; Richard Ryan, 3/c; Pat McGuire, 3/c; Stan Tarnecky, 4/c; Peck Nixon, 4/c; Allen Garland, 4/c; and Bill Liedy 4/c. Coach Larson feels that our newly added strength is very promising and if we could pick up a few men each year like we have this year, we would move right to the top of the Met Swimming Conference.

This year we have a tough schedule starting off with Kings Point, the second place winners in last years met championships. So on November 19th, at about 1930, Coach Larson and the swimming team ask you to come on over and support the newest letter winning team of Maritime.

In our next article Facts on pool facilities Rules on swimming and what is done at a meet Up-to-date results on swimming meets

Boykin Receives Belt

On October 22, after four years with the Judo Club, Charles Boykin, 1/c, received his black belt in Ji-Jitsu. The short but impressive ceremony was held in the new gym.

Ji-Jitsu is an art of self-defense. It basically consists of defeating one's self from knife, fist, club, and pistol attack. Just prior to Boykin's receiving his degree he was tested by an expert. The final test, and part of the ceremony, was the administering of two heavy blows to the chest and stomach during a period of meditation. Flinching would be considered a sign of weakness, and a failure of the test. The instructor and Boykin bowed and the belt was tied around him. This is the first degree belt which includes ten degrees.

There is no living holder of the tenth degree. Boykin also has a 1st degree brown belt in karate, and a 2nd degree brown belt in judo. He is the president of the Judo Club, and was a semifinalist in the Eastern Regional Championships last spring.

Lacrosse

Just received the other day were the ratings for most of the colleges across the country which participate in Lacrosse as a major sport. The first seven spots in the national standings are held by Navy, Johns Hopkins, Maryland, Army, Rutgers, Virginia, and Williams. The University of Baltimore Bees under Coach George Mitchell came back strong in 1965 after a poor 1964 season. The Bees most impressive games were wins over Virginia and Dartmouth, while giving Maryland a good game before bowing by a four goal margin.

Princeton, Washington and Dartmouth were the logical contenders for the 9th and 10th spots. There was little to choose between them. The Tigers met and lost to the top five college teams in the country, but three of the defeats were by close margins. Princeton was upset in its final game of the season to Cornell. Despite a five won six lost record Princeton earned the ninth place. Washington College could not match its 1964 record but had a winning season through a schedule that included four of the nations top six ranked teams. Washington in addition to winning the Strobhar Division (undefeated) also topped the winners in the Moore (Delaware-Pennsylvania) Division, and the Cox New York State Division.

Just edged out of the top ten was Dartmouth with an impressive 7-5 record. The Big Green from New Hampshire won games over Penn, Yale, Cornell, Harvard and Brown, with tough losses to Princeton and Williams and a decided upset by the University of New Hampshire.

Coach Art Robinson's Williams College made the biggest advance over the 1964 Rankings jumping from 22nd spot to seventh place this year. The University of Baltimore gained from 17th ranking to eighth place. The University of North Carolina Tarheels moved from 35th in 1964 to 19th ranking this year.

R.P.I. moved up ten places to 43rd spot. Hofstra also advanced, from 31st to 18th this year. Wesleyan continued up the ladder advancing to 16th from 20, and Ohio State continued its steady advance. The Buckeyes went from 28th to 22nd.

Also listed in the ratings was the Maritime College which was rated 65th out of over a hundred colleges.



Oct. 30 and 31st was a wild weekend at Kings Point. There was a cold south-west wind as thirteen top-notch dinghy teams met to compete for the Nevins Trophy Saturday morning. Two past national champions were present: Princeton (1965) and Coast Guard (1964). One team came from Ohio to compete (Wooster) and they were quite shocked at the caliber of competition here in the East. A great many big names were present including: Terry Cronburg (MIT), Bob Purrington (Princeton), Victor Hipkiss (Coast Guard), and Stan Smith (Kings Point). Cronburg led A division with 126 points; while Kings Point put Smith in B where he gathered 121. For Maritime, Larry Ames 4/c skippered in A division while John Luard, 3/c, wiggled the tiller in B.

Ames capsized twice (somebody capsized in 19 out of 20 races) and these coupled with a disqualification left us hurting in A division. Luard, however, finally got the weather he likes - when any same person is sitting by a fireside. When Sunday's wind came up from the south at 20-30 knots and it was cold enough to freeze a witch's toe, Luard gained consistent seconds and thirds. Lou Sirois, 2/c, was a big asset. He hiked as if his legs were rock. Some weekend, both Ames and Luard will find the throttle and give Kings Point, Princeton, etc. quite a shock.

The next weekend (Nov. 6) Ames and Luard did find the throttle. The result was a first place in an Octagonal field here. Larry Ames with Lou Sirois as crew, had straight firsts spoiled only by a close second. Luard had his bid for a grand slam spoiled when he started early in the first race. This resulted in a fourth. With Cy Brewster, 1/c, and Lou Harlow, 3/c, as crew, he gained a first in every other race. Although this meet was against second - rate competition it was a definite morale booster. At least we're not second rate.

NEVINS TROPHY	
1. Kings Point	-231
2. MIT (defending)	-223
3. Coast Guard	-199
4. Princeton	193
5. Navy	-181
6. N.Y. MARITIME	-168
7. Marist	-155
8. Webb	151
9. Monmouth	-140
10. Rutgers	-133
11. R.P.I.	-110
12. Columbia	-97
13. Wooster	-79

OCTAGONAL	
1. N.Y. MARITIME	-52
2. Rutgers	-41
3. Queens	-35
4. Iona	-31
5. Lehigh	-27
6. N.Y.U.	-18
7. Webb	DNS
8. New Paltz	DNS



Ralph Fruehauf passes to Tom Gilligan during scrimmage with Hunter College.

SPORTS

Wrestling FROM NOW ON Begins

by James Seybold

The "Privateer" Wrestlers, who will be competing in their first season as a varsity team, are coached by four-times Metropolitan Intercollegiate Champion Larry Sciacchetano.

Although the squad is young and inexperienced in inter-collegiate competition, the coach remains optimistic. Maritime's outlook is bright since they are blessed with a great wealth of experienced wrestlers, including many fine freshman standouts.

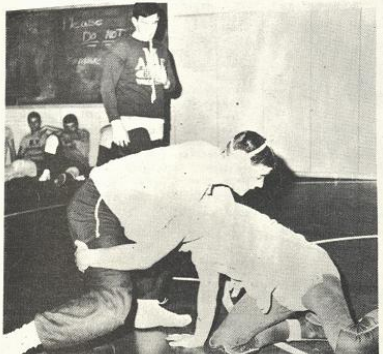
The stars of this year's squad will be senior Tommy Allen at 177, and Jay Bolton a junior at 137. Jay has won many area A.A.U. tournaments including several important New England Championships last season. He is rated by Coach Sciacchetano as a definite N.C.A.A. College Division contender. Tommy Allen is a strong, smart wrestler who captained last year's club squad and is, along with Bolton, co-captain of this year's varsity team.

Strong support is expected from 167-pounder Tom Flynn and 160-pounder Austen Dooley, who were New Jersey standouts in high school.

These veterans plus the strong potential of newcomers Denny Dever (130), Rowin Osborne (191-Hwt.), Joe Smith (130), Chip Chappel (123), and Wayne Frennier (177) give Maritime a contingency that must be rated as a strong dual meet squad, and a dark horse in the Metropolitan Conference.



Inter-clubs at Kings Point.



Joe Smith, 4/c, on top, tangles with Montclair foe.



Glenn Germaine, on top, gives Montclair for a sniff of the canvas.



Dick Bryer waits under basket as his teammate takes a shot in game with Hunter.

December 1	Basketball - Pratt, Home
4	Fencing - Cooper Union, Home
	Wrestling - Marist, Away
	Basketball - Marist, Away
7	Basketball - Kings, Home
8	Fencing - Yeshiva, Home
	Wrestling - Hunter, Away
	Swimming - CCNY, Away
11	Swimming - Fordham, Home
14	Wrestling - Yeshiva, Home

Soccer In Review

By Paul Lobo

In a league as tough as the Maritime Soccer team plays in, the team can be justly proud of this year's record of 3-4-2. The usual strong rivals proved to be unbeatable. But, in a comparison of this year's scores with last years, there is a very noticeable improvement. For example, Kings Point was held to a final score of two, whereas last year five points were scored. Coast Guard (a traditionally strong rival also managed to score a final two, whereas last year's was six. This improvement can be credited to the defense who did a tremendous job.

Our main trouble this year came in scoring. Many times the ball came very close to the net, but to no avail. But, we did manage to score and defeated Danberry State (3-1), C. W. Post (3-1), and Marist College (2-1) in the last two minutes of play.

This year's team was plagued with injuries. To this might be attributed part of Maritime's troubles. Only one of the original tri-captains finished the season unhurt, and this was Dick Dreyer, 1/c, who played a fine left wing. Dave Van Brunt, tri-captain and star goalie pinched a nerve in his shoulder after only three games. This is a man who last year had 93 saves. The third tri-captain, Skip Pencilik, injured his ankle and shin in a scrimmage with Hofstra and could participate in no more games. Last year Skip was honorable mention all-American as right fullback. Junior Tom Malenchuck, who in the words of Coach Sciacchetano is, "regarded as the finest player on the squad" was also plagued with a troubled ankle and knee ligaments. With this kind of bad luck, the soccer team did quite a job.

This year four Fourthclassmen got grabs on first string positions, and all four started every game. Gerry Carroll, who has played ten years of soccer in

the British Isles, started at an inside position. Jeff Miller started at left half. Tom Thoens got at least one all-American vote per game for playing left fullback. Harold Wandel found himself in a very tough position trying to replace injured Dave Van Brunt as goalie.

Besides those who were injured and the Mugs, were the usual reliable players who continued to play their fine consistent brand of ball, while trying to escape injuries. Among these are Paul Mason, 2/c, whom the coach felt did an especially excellent job, playing center half back. Tom Flynn, 2/c, tried especially hard to play his usual "rough" game. Earl Shurt, 2/c, as center forward, and Bryce Laraway, 3/c, did their best to help keep Maritime up in the scoring end. These and those who sit on the bench and wait all did an excellent job against our tough opponents.

There is indeed hope for the future soccer teams of Maritime. Of those who were not injured, only one member of this year's starting team (Dick Dreyer) is leaving. This means the same team, with a lot more experience, will be able to go into next year's season with almost the same line up as this year's. Along with this, Coach Sciacchetano has started a search for talent. He feels by letters to high schools telling them Maritime is interested in good soccer players he might be able to get those interested enough to think of Maritime when planning on college. This may well help build a strong team for the future.

Coach Sciacchetano did an amazing job, not only as a new coach for the school, but also as new coach to the game of soccer itself. During an interview with Mr. Sciacchetano he confessed many times during the games he wasn't sure if the team was working 100%, simply because he is new to soccer. But he was very pleased with the team and their cooperation, as well as their playing.

**Support
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Basketball
&
Wrestling
Teams**



The 1965 Maritime College soccer team with coach Larry Sciacchetano.

Hague Post Hosts Adm. James

The October meeting of the Robert L. Hague Post was held at Frances Tavern, the oldest building in Manhattan, and the guest speaker was Rear Admiral Ralph James, USN(Ret.)

The Hague Post is made up of men with a common interest within a certain field. The interest of the members of Post #1242 is centered around the Merchant Marine. Professor Lester A. Dutcher, of the Marine Transportation Department, and Cadet Charles F. Nolfo, 2/c, President of the Propeller Club and Co-Editor of the Porthole, attended this meeting and dinner representing the Maritime College. Professor Dutcher is also an active member in the Hague Post.

Admiral James centered his after-dinner speech around the Merchant Marine and its future. He seemed disturbed with the fact that the United States has relied so heavily on foreign-flag ships and that when the situation in Viet Nam grew worse, that not even a ten thousand dollar bonus could tempt foreign ships.

Admiral James said, "It is the economist who voiced the opinion to get what you can at the cheapest price." This has apparently undermined the U. S. fleet. At the close of his speech he gave solutions to the problem which he felt could put the U. S. fleet back on its feet.

Admiral James is a graduate of Annapolis in the Class of 1928 as a line officer. He served five years in Washington as Commander of the Long Beach Naval Ship Yard. He retired from the post of Chief of Bureau of Ships and the Navy two years ago. Admiral James was such a dynamic speaker that the Propeller Club has sent an invitation to Admiral James to appear as a guest speaker some time in the spring.

Viet Nam Strains Fleet

The recent military buildup in Viet Nam has put such a tremendous strain on our Merchant Marine Fleet that the Maritime Administration has authorized the use of foreign-flag ships to help carry the needed supplies into the Viet Nam war zone. Because of the allocation of private shipping to MSTC, the United States is lacking sufficient ships to meet her commercial need. It was hoped that the use of these foreign-flagged ships would lighten the load but as fate would have it, this was not the case.

A recent article from the West Coast stated that these same foreign-flag ships which help to destroy our commercial shipping status are now refusing to carry the supplies to Viet Nam. To put an end to this mess, a U.S.-flag ship was diverted from its regular duties to carry the refused cargo.

The shortage of U.S. ships to fulfill the needs of our commercial and military requirements during the Viet Nam conflict points a finger to the Department of Defense. Last May, a spokesman for the Defense Department stated at the President's Maritime Advisory Committee that the number of U.S. ships engaged in commercial and military operations will be adequate if the war in Viet Nam remained limited. When asked if the Defense Department was to rely on foreign shipping for aid if the war increased, the spokesman declined to elaborate.

Propeller Club

On 29 November, 1 December, and 3 December, the Maritime College Propeller Club, in an effort to introduce the Fourthclassmen to the Maritime Industry, will send a total of 94 cadets to Battery Park to spend a day on tugboats of various companies. While on the tug, cadets will be observing the operations of mooring and unmooring as well as towing certain barges. The information learned from this type of practical experience is most valuable when the summer cruise begins and becomes part of a routine.

For those cadets that are unable to go on this field trip, there will be another one sometime in the spring.

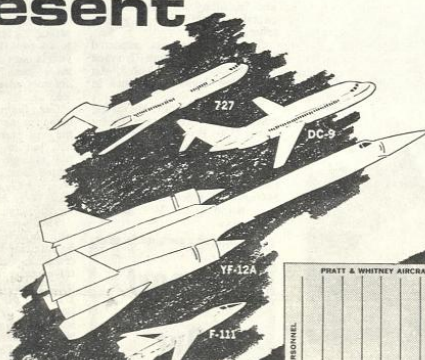
On Thursday evening, 9 December 1965 at 1900 hours, our own Dr. Herbert Millington of the Department of Marine Transportation will be the guest speaker of the Student Port Propeller Club.

The subject will be: "Transportation Problems in Paraguay". In the latter part of this past summer, Prof. Millington spent one month studying the subject problems, particularly their inland waterways. He will enliven his presentation with colored slides and appropriate anecdotes attendant to his experiences.



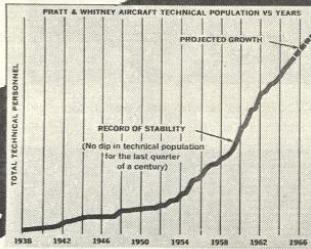
Dr. Herbert Millington will be the guest speaker at the 9 December meeting of the Propeller Club.

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 utilizations are the A58-powered Mach 3 YF-12A which recently established four world aviation records and the advanced TF30-powered F-111 variable-geometry fighter aircraft.



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M & O News

Efrem Krisher

The destructive power of the sea has been known to mariners since man's first ventures across the waters of the world. Disasters at sea historically have altered the course of military and commercial operations. Whole fleets are known to have been sunk when encountering a severe storm at sea. Yet, the same essential problems that plagued our seafaring ancestors are still with us today.

The three major factors leading to disaster at sea are considered to be wind, wave, and fog. The fury of wind and sea and the dreaded peacefulness of fog are well-known hazards that are constantly being studied. Improvements in ship design and installation of instruments for navigational aid have only scratched the surface of research into these problems. Continuing research undoubtedly will bring more improvements as a better understanding of the physical nature of these phenomena is acquired.

However, the destructive power of waves reaches out to impinge upon still another aspect of maritime operations, namely, economy. Increase in travel time, damage to ship and cargo suffered as a consequence of wind, sea, and collision, excessive use of fuel, and passenger or crew discomfort are economic strains in time and money on ship operators. Several advancements to improve the efficiency of operations at sea have been initiated in the past. One of the more notable is the ship routing program introduced at the United States Naval Oceanographic Office in 1956.

As frequently observed, smaller and slower vessels traveled a standard northern route in the summer and a more southerly route during the stormy months of winter when making transits of the North Atlantic Ocean. The improvement accomplished through the ship routing program was to direct vessels along optimum tracks for maximum safety and efficiency. Essentially, synoptic and prognostic weather and wave charts are utilized to compute the track of least travel time. When necessary, changes in the track are made while the vessel is enroute, if sea conditions indicate that a different track is superior. This procedure has met with great success.

The maintenance of schedules and operating efficiency can best be achieved by avoiding regions which necessitate reduction in ship speed. The climatic information following has been used as preliminary aid by the mariner who has not been routed, and more specifically by the routing forecaster for locating regions of high frequency of occurrence of storm seas where necessary ship speed reduction will jeopardize the time factor for efficient operations in the North Atlantic.

The irregularity of storm seas affects the motion of every type of ship when certain thresholds are reached or surpassed. For example, it is known that waves whose length is about 3/4 of the ship length or less generally do not induce serious ship motions; but effective wave lengths equal to or near ship length often produce severe motions and impair the safety of ship and cargo. When ship speed in waves of ship length or greater is such that a synchronous condition is approached (simultaneous incidence of successive wave peaks with the ship's bow and stern), the result is large amplitudes of pitching motion, slamming, high accelerations, and wetting of the forward decks.

These violent ship motions can be relieved by a reduction in ship speed to the point where synchronism occurs only with wave lengths which are too short to produce serious motions. A change in ship course or increase of speed can alleviate existing severe motions but usually results in synchronism

with other wave length components. Thus, ship speed reduction remains the best control of violent motions in heavy seas until such time when radical changes of ship design, increases in ship speed to the extent that synchronism with all wave components is avoided, or some other means not yet conceived are proven effective deterrents to severe motions. It is with these facts in mind that the climatological charts are produced.

The Victory ship was selected by R. W. James in a study of ship performance because of the availability of large amounts of ship fog data and the promise of least-time track trials with this type ship at a later date. James eliminated all known extraneous effects or loss of ship speed other than those due to storm waves. The remaining data were classified as head, beam, and following seas and a plot was made of wave height versus ship speed.

From these curves, it has been estimated that for average merchant ships, a range of 20 to 60 percent reduction in speed may be expected whenever head or beam seas are greater than sea state 6, or following seas are greater than sea state 7. Therefore, the percent of time that ship speed reduction will be necessary is the same as the percent occurrence of the indicated combination of seas, and isolines of the distribution of this percent occurrence are also isolines of the percent of time ship speed reduction is anticipated.

A major cell of severe wave activity is centered between 30° and 60° N, in winter, with extensions of intense seas extending into Davis and Denmark Straits, the Norwegian Sea, and along the southeast coast of North America. Annual maximums of frequencies of severe seas in these regions of the North Atlantic Ocean present the most hazardous wave conditions for ship operations and induce high percentages of ship speed reduction.

The midseasonal mean charts for February show that higher frequencies of ship speed reduction occur at lower latitudes during winter than during the remaining seasons because of the more southerly trajectories of the migratory storms. The effects of these lower trajectories of severe seas are more pronounced for the westerly component headings than for easterly component headings between 30° and 50° N. South of 30° N, low frequencies of severe seas make this portion of the North Atlantic quite favorable for ship operations.

Sea conditions in the North Atlantic during spring are moderately improved over those of winter north of 30° latitude. The midseasonal mean charts show similar patterns for each heading, although lower in frequency and less in areal extent than the winter patterns. Diminishing storm intensity and frequency account for an average 10 percent decline in ship speed reduction relative to the winter average.

Annual minimum of frequencies of high seas makes summer the season of most favorable wave conditions. Ship speed reduction throughout the whole of the North Atlantic south of 55° latitude may be expected less than 5 percent of the time, as depicted in the midseasonal mean charts of August. However, this more tranquil state of the sea is interrupted on occasion by hurricanes, some of which become extratropical and retain much of their intensity through their northward tracks.

The prevalence of severe seas increases sharply through autumn as the trend toward winter conditions is accelerated. The midseasonal mean charts for November illustrate the increase in expected ship speed reduction in addition to the southward displacement of higher frequencies. The predominance of westerly component seas once again produces higher percentages of ship speed reduction for westerly component headings

than for easterly component headings.

To the shipmaster or navigator who is not being routed by a forecasting office, adherence to the standard shipping lanes remains his conventional choice and generally results in poor efficiency. On the other hand, routes based on climatic information normally will avoid regions of high frequency of storm seas and may greatly improve ship efficiency. The climatic charts are useful guides to mariners for preliminary planning or rerouting if underway when confronted in advance with background as used weather forecasting. However, continuous reference should be made to the latest weather charts and forecasts during the progress of a voyage to take the fullest advantage of prevailing weather.

The standard shipping lanes were originally based on the southern extension of arctic ice, irrespective of regions of frequent storm sea occurrence. Since Holcombe, MacDougall, and Perloff have shown that the great circle route itself represents the fastest course only 13 percent of the time for east-bound ships and 2 percent of the time for west-bound ships, it may be possible to conclude from the present study that there is a need to revise the present standard shipping lanes, which employ the great circle routes, to shipping lanes based on climatological wave information. This revision very possibly may lead to improved efficiency of operations through savings in travel time and reduction of ship and cargo damage. It is highly advocated that for certain crossings climatological routes be used as tentative tracks prior to utilization or in the absence of optimum ship routing.

Marine News

The Atomic Energy Commission and the Maritime Administration of the U. S. Department of Commerce today announced the formation of a joint AEC-MA Liaison Committee for continued cooperation between the two agencies in the development of nuclear merchant ships.

The Committee, comprised of four senior staff members from each of the two agencies, will be responsible for establishing a format by which AEC-Maritime coordination in the merchant ship program can be maintained and carried out.

Typical functions of the Committee will include:

1. Making sure that each agency is kept apprised of the other's plans for maritime reactor development and nuclear ship construction and operation, particularly in reference to problems, studies, requirements and progress.

2. Serving as a sounding board for proposed programs and advising upon actions that may be taken to carry out the program.

3. Recommending upon request, and upon the concurrence of the agency involved, the assignment of temporary staff to provide technical assistance to either agency.

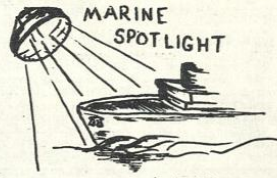
4. Arranging for briefings of Maritime Administration, Atomic Energy Commission and other Governmental officials on the state of the development of nuclear merchant ships.

Other functions may be added to the Committee's responsibilities as may appear to be appropriate as its work continues.

Establishment of the Committee was effected by a letter of agreement exchanged between Alan S. Boyd, Under Secretary of Commerce for Transportation, and Dr. Glenn T. Seaborg, Chairman of the Atomic Energy Commission.

The Committee will report to the General Manager of the Atomic Energy Commission and to the Maritime Administrator of

(Continued on page 8)



by Joe Silva

In the face of rising ship shortages in the military sealift in Southeast Asia, Federal authorities and the shipping industry have set up a consultation system. Regular meetings are to be held with shipping companies and Military Sea Transport service with the hope that the drastic shortages of our peacetime Merchant Marine can be resolved. Presently about 50 American flag several-cargo ships are involved in this area, along with many MSTs, Naval Transports, and chartered foreign flag vessels. In addition MSTs recently ordered 50 ships out of the Government's reserve fleet. However, problems are being found in finding qualified men, particularly in the officer ratings, to sail these ships.

The U. S. Coast Guard is beginning an investigation into the sinking of the Yarmouth Cruise line ship, the Yarmouth Castle. 85 persons are missing and one is known dead. Air and sea rescuers saved 464 others.

Coast Guard authorities stated that at her last inspection, she was fit in all respects with regard to damage control equipment. Capt. Lehta, skipper of the Finnulp, which took part in the rescue was the first to send out an alarm. He said "It was about 1:30 AM and I was sleeping. The Mate called: There's a ship burning: I jumped up and when I saw it was another ship on fire I ordered the Finnulp turned around." Captain Lehta said the

burned hulk of the Yarmouth Castle vanished with astonishing speed when she began to sink about 6 AM. "One moment I saw the ship listing to port", the captain recalled, "The next moment she was gone."

A vessel of foreign registry operating out of U.S. ports, the Yarmouth Castle was subject to Coast Guard Regulations which are less strict than for a U.S. vessel. The sinking of the Yarmouth Castle will probably serve the purpose of increasing the safety standards of vessels as did that of the Titanic and Morro Castle.

The future of the American Merchant marine may lie in gas-turbine propulsion -- a marine adaptation of the type of engine that drives jet airplanes.

Marine applications of gas-turbines, both in this country and abroad, are still mainly in the experimental stage. Such power plants are included in the new diesel-powered Coast Guard cutters, in which they are used to provide the extra kick for high speed "booster" maneuvering.

Only one American merchant ship is now scheduled to be equipped with gas-turbine drive and she is a 672-foot roll-on, roll-off craft that is being built by American Export-Isbrandtsen Lines and Sun Ships Building and Dry Dock Company. The ship will be chartered to the Navy's MSTs.

Cadets Attend Convention



At the National Foreign Trade Convention Maritime College Cadets surround Mr. Richard Basinger, Vice Chairman of Port of Everglades, Florida. From left to right, the second classmen are: Charlie Nolfo, Steve George, Dick Plant, Pete O'Brien, Russ Johnson.

The fifty-second Foreign Trade Convention was held at the Waldorf Astoria Hotel which provided a convention headquarters for prominent corporations in the industries of foreign trade.

The available suites of the hotel were used for display and conference purposes by assorted port development authorities, shipping concerns, banking institutions, and industrial corporations.

On Monday, 15 November the general session convened for election of officers, declaration of the convention purpose, and a speech by Thomas Mann, the under-secretary of commerce. The topics of the general sessions for the three days included lectures on educational procedures, labor management relations, foreign trade responsibilities, and

foreign trade financing, and a report on the present state of U.S. overseas investments.

The ten cadets in attendance each day were impressed by the warm hospitality extended to them. We found our inquiries at each suite welcomed and answered in great detail with statistics, facts, and literature offered to eliminate any misunderstandings.

On Tuesday, 16 November the second General Session was held in the Grand Ballroom. During that afternoon the Education session was held in the Jade Room. The purpose of this session was to discuss the global spread of business education and the "pros" and "cons" of student exchanges.

Wednesday, 17 November saw the final General Sessions discuss the background and outlook for key economic issues of international trade financing, and a

(Continued on page 8)

Summer Institute for Teachers

The Maritime College has just received a National Science Foundation Award, amounting to \$31,850, for the support of a "Summer Institute in Mathematics for Secondary School Teachers." This Institute will be conducted from July 5 to August 12, 1966, under the direction of Dr. Meir H. Degani,

Chairman of the Department of Science.

The purpose of the Institute will be to train the participants in the use of computer programming, the flow chart, Fortran (a language for computers), numerical integration, and the numerical solution of differential equations. It will include lab-

oratory sessions on both the LGP-30 Digital Computer, and an IBM 1130 Computer, which the College is obtaining presently. Field trips to the Watson Computer Lab at Stony Brook will also be included in the course.

In addition, the Institute will offer another course on the basic concepts of algebra. This three credit course will deal with the analysis of number systems, the properties of groups, rings and fields, and other aspects of modern algebra.

The Summer Institute will be advertised in a brochure published by The National Science Foundation, which will be distributed to all High Schools in the United States.

From the several hundred expected applications a minimum of thirty people will be selected. This selection will be made with the aid of the members of the Science Department. The selected teachers will receive a grant of \$70 a week, plus \$15 a week for each dependent over the age of four. This grant will also include travel allowances. It is planned to have unmarried participants live in the College Dormitory, with women in A Company and men in D Company. Couples will get apartments in the area.

While the courses to be offered are not graduate courses, they are considered as advanced courses by the Bureau of Teacher Education of the State Education Department. As such, they can be counted towards the thirty additional hours needed above a B.S. degree for permanent certification of Math and Science Teachers. Professor Kinney and two other department instructors will conduct the courses, with one instructor always available in the Computer Lab.

Dr. Degani stated that the Maritime College deserves much credit for this national award for the first time. We should all be proud of this recognition, and its reflection on the college.

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Alumni News
 (Continued from Page 6)

Department of Commerce.
 He received his commission at the graduation of the first officers training class since the agency was formed July 13. The graduation was held at ESSA's Atlantic Ships Base in Norfolk, Va.

As his first assignment, Fisher will serve aboard the ship Explorer. The 1900-ton, 219-foot vessel, based at Norfolk, is engaged in a year long study of the Gulf Stream.

Fisher was born in Canandaigua, and attended high school at Canandaigua Academy. He graduated this year from the State University of New York, Maritime College in Ft. Schuyler with a B. S. degree in oceanography and meteorology.

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 now and throughout
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 Science Department

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