



PORTHOLE

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Nicholas Johnson Addresses 300

NEW YORK CITY: On January 12, Nicholas Johnson, Maritime Administrator, addressed the Propeller Club of the Port of New York, a national organization devoted to promotion of the merchant marine. Admiral John M. Will, retired, chairman of the American Export Isbrandtsen Lines, introduced Mr. Johnson at a luncheon meeting held at the Downtown Athletic Club.

The Maritime Administration and Mr. Johnson himself have recently become the subjects of much controversy in the shipping industry because it is feared that he opposes expansion of the industry. Mr. Johnson was part of a much-debated interagency maritime task force study which stirred up resentment last fall by advocating a radically changed Federal maritime policy. It proposed the elimination of passenger ships, the construction of new ships abroad, and demanded changes in the present system of government subsidies.

The main topic of Mr. Johnson's speech was the need to achieve a "massive" ship replacement program. He stated that 1956 would be the year of "greatest potential" for the merchant marine. The huge fleet that was constructed during World War II is fast becoming obsolete and ways of constructing new ships must be found. He added that the industry must think in terms of 1970 and what the situation will be like in 1975.

At present, shipowners are required by law to construct their new ships in American yards at costs of 200 to 220 per cent above the world market rate. If this were not the case the merchant fleet would have at least 100 more new ships than it has now. In other words, the growth of the merchant fleet is limited by the amount of subsidy available to make up the difference in cost between American and foreign yards. In Mr. Johnson's words, "The problem is that we are presently steering an ironic course that is rapidly sinking our fleet in the name of preserving our shipyards."

Mr. Johnson believes that the government should continue subsidizing until the present allotments run out and should then authorize construction in foreign yards.

He predicted that through research and technological advances it should be possible to build such highly competitive vessels that in about 10 years no operating subsidy would be needed.

Foreign Trade Convention Views

Merchant Marine. The vital role played by our American Merchant Marine in supporting the defense of the United States is highlighted by the mounting demands made upon American-flag lines to increase the number of United States Flag ships committed to the logistical support of our forces in South Vietnam. It is clear to this Convention that the necessity for sufficient merchant shipping under our own flag is increasing rather than decreasing. The burden now placed upon private shipping lines is compounded by their efforts to maintain commercial service to our foreign trade, help expand export markets, and make a very substantial contribution, estimated at approximately one billion dollars per annum, to the United States balance of payments.

The Convention deploras, notwithstanding the cooperation from our own steamship lines, that the Military Sea Transportation Service has chartered some foreign flag shipping to carry

military supplies. This action has been taken despite the fact that, in some instances, foreign crews have refused to man vessels already loaded for South Vietnam and, in others, our government had chartered ships of the same flags that are engaged in taking supplies to North Vietnam.

The Convention urges that the ability of our American Merchant Marine to perform its dual function be strengthened and recommends that the Government take positive steps to further implement our national maritime policy based on government support of merchant shipping under the provisions of the Merchant Marine Act of 1936.

The Convention views with alarm suggestions emanating from some Government officials that the parity principle of government support should be abandoned and the concept of requiring vessels receiving government support to serve essential trade routes should no

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NICHOLAS JOHNSON

Born in Iowa City, Iowa, September 23, 1934, Mr. Johnson received his early education in the public schools of Iowa City and earned the B.A. and LL.B. degrees at the University of Texas. While at the University, he was elected to Phi Beta Kappa; Order of the Coif, the honorary law society; and was made a member of the staff of the Texas Law Review.

Following service as a law clerk, at one time in the office of Mr. Hugo L. Black, Justice of the U.S. Supreme Court, he joined the staff of the Law School at the University of California. Here, his principal courses were in administrative law and gas and oil. For a period just prior to his selection by President Johnson to be Maritime Administrator, February 19, 1964, he was associated with the Washington law firm of Covington & Burling.

Deck Dept. Dwindles

The shortage of licensed deck Officers is becoming acute. While delayed sailings have been very few, many ships have sailed short of contract manning. The premium on LDOs is directly attributable to the Viet Nam conflict.

On the one hand, the government over recent months has broken out 76 ships from lay-ups throughout the country. On the other hand, the government itself is creating further stress on the manpower pool by drafting eligible Officers. These are generally recent schoolship graduates who do not have USNR commissions.

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Blood Drive Nets 353 Pints

The Maritime College blood drive, held on 11 January broke all previous records for the annual event. Captain R. A. Phillips, chairman of the drive, was pleased to announce the following information:

Over 400 cadets turned out to Riesenburg Hall to participate. The Red Cross processed 398 applicants. Only 45 were rejected for various reasons. One third of the 353 pints collected will be given to the Red Cross for use in city hospitals, blood derivatives, and for any emergencies. The remaining two thirds will be credited to the Maritime College Blood Bank account.

The Blood Bank Service is open to any cadet, his parents, or close relatives needing blood. Any cadet in this institution should contact Captain Phillips and submit the Patients' name, relationship to the cadet, hospital, and attending physician. The blood will then be charged to the Maritime College Account.

Captain Phillips extends his sincere congratulations and his warmest thanks to the Regiment for its participation in this important service. (to the community)

It has been the policy in past to reward the company having the most volunteers with a Friday night liberty. This year, "B" Company, commanded by cadet Richard Tesman, won this contest.

General Hershey Reports on Draft

The United States, for the past several months, has been increasing its armed forces. Prior to this increase the supply of young men available for induction was great enough to permit the minimum requirements for deferment. This was particularly true in the deferment of students. The suspension of the Selective Service College Qualification Test and the class standings was a method used to implement reduction in requirements for student deferment.

It must always be remembered that young men for many and compelling reasons constitute the great bulk of the armed forces. It follows that mobilization in any volume affects primarily the agencies engaged in the training of young men. These are largely schools, colleges, and universities.

Deferments for educational purposes in World War I were restricted generally to medical

students. Ministerial students were exempt. In World War II exemption for ministerial students was reenacted. Initially the induction of all students was postponed until the end of the academic year in which selected. The deferment of medical and dental students was continued, and, until the manpower shortage became serious, students training for professions short in supply used in the production of munitions were considered for deferment on an individual basis. Before the end of the war even the deferment of engineers and scientists almost ceased.

Between World War II and the Korean War a study was made by a committee of prominent scientists, engineers, and educators under appointment by the Director of Selective Service. From their report, a system of examination and class standing was initiated to evaluate students

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Wrestling Team Still Undefeated

by FRED MASTIN

The N.Y. Maritime grapplers rolled to their fifth consecutive victory Friday by crushing Stony Brook 41-0. The meet was a total annihilation of Stony Brook as Maritime scored six pins out of a total of nine weight classes entered. The pins were scored by: Earl Stuart 2/c at 123, Chip Chappel 4/c (130), Joe Smith 4/c (137), Danny Dever 4/c (145), Jay Bolton 2/c (152) and Tom

Flynn 2/c (167). Bob Chester 3/c out-scored his opponent 5-0 in the 160 lb. class, and Rowan Osborne 4/c beat his foe 5-1 in the heavyweight class. Tom Allen won his match by forfeit in the 177 lb. class. Highlight of the meet was Danny Dever's pin which came in 1:49 of the first period.

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In My Opinion



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THANK YOU

Vice-Admiral Harold C. Moore
State University of New York
Maritime College
Fort Schuyler, Bronx, New York 10465
Dear Admiral Moore:

At a time when commercialism is taking Christ out of Christmas, and when schools and colleges are de-emphasizing the Christian religion, it was a great experience for us to note that you encouraged and sponsored a wonderful Christmas concert at the Maritime College last Friday evening. It is only a shame that more parents and visitors did not take advantage of this old fashioned carol program.

Please convey our gratitude to the boys of the Maritime Glee Club for an excellent presentation.

May you have a blessed and happy Christmas because you found time and place for the worship of the Christ Child.

Gratefully yours,
Herman L. Heim
Executive Director
The United Presbyterian
Home at Syosset, Inc.

MARITIME CUPBOARD

DECK - ENGINE

COLLEGES AND ACADEMIES

DRAFT

This article is being written in response to the Soundoff article printed in the December 1 issue of the Porthole. In that article the author expressed his hard felt opinions of, to use his own words ".....the pacifist marchers, the bleeding hearts and any other group that is disgracing our country". Specifically it was written in reference to the march on October 16th of last year in which 10,000 marchers paraded up Fifth Ave. quietly expressing their views on the United States policy in Vietnam. I think it is necessary to say that I was one of the marchers in that parade so what I have to say is a direct opinion and belief of the majority of those marchers. This article is not being written to praise or denounce President Johnson's action in Vietnam but rather to give the readers a clearer picture of the majority of the protesters' reason for marching. When I speak of the majority I am not speaking of "draft card burners", so-called Beatnik professional marchers, or assorted Communist parties, but of the thousands of men and women that peacefully wished to express their views on a controversial issue. This march, which the other author had described as disgracing our country, was an expression of a minority in a peaceful and law-abiding manner in which educated people, feeling that the killing of both Americans and Vietnamese to be futile and meaningless, should be stopped. In that parade we were called everything from traitors to Communists and I saw one heckler with World War II ribbons posted on his chest yelling at a woman "if you don't like it here why don't you get the h--l out" It is inconceivable to me why a man who supposedly upholds the "American Ideal" and outwardly supports our defending of this ideal in a country that does not want it, should, in his own country, completely bespatter this ideal by belittling one that merely wishes to express her opinion.

The word pacifist seems to always precede any words depicting these marchers. This is true to some extent but three of the marchers in my row fought in World War II and were in agreement with the United States government at that time but by the same token are in complete disagreement with what is happening today in Vietnam. I've heard opinions expressed by sympathizers with the marchers today in Vietnam. I've heard opinions expressed by sympathizers with the marchers that said the Viet-cong are fighting for everything this country stands for.

The arguments for and against U.S. intervention in Vietnam are many and complex. More complex than we wish to admit. Even the most basic reasons of all -- Why are we fighting in Vietnam and is it necessary for American men, and Vietnamese men, women, and children, to give their lives? The answer which President Johnson gives is that it is necessary so that all men may live their lives as they wish, although this does not include if they wish to live under Communism. It is true that these people are not educated but we in the United States are and yet the author of that article can write statements like this: "Men have waged war since the dawn of time. It is foolish to believe that this practice will stop". It is true that in the history books we constantly read of how man has waged war but is this truly a reason why man must continue to have war? It is almost a paradox how on one hand he can say that man will continue to wage war and on the other hand say that if there is another war it will probably be our last.

There are others that say our reason for fighting in Vietnam is for economical purposes. This probably is part of the reason but I sincerely hope that the majority

We offer our warmest congratulations to Coach Saciacchetano and his amazing grapplers who now have a 5-0 record.

However, if any one cadet deserves credit for putting the wrestling team where it is today it is Jay Bolton. Jay came to Maritime finding the school without a wrestling team although some plans were being kicked around. The ability and presence of Jay sparked added interest and before long the ball began to roll.

Under the direction of Robert Vanderwarker, Jay was a "student coach" with the responsibility of teaching the team as much as he could. With Vanderwarker as head coach and Jay as "student coach" because of his ineligibility, Tom Flynn was named Captain for their first season.

In one short year our club headed for varsity status as we acquired a varsity wrestling coach, who himself is amazing. The wrestling team has been a varsity sport for two short months and already they have put the Maritime College on the map.

The school owes a lot to Coach Saciacchetano and Jay Bolton as the teams record is vivid proof. Need we say more.

Port - wise, the 1966 cruise will, in modest terms, "be a dandy". However, no matter how good it will be, the cruise has already lost some of its glitter.

The resignation of Commander Clark has left a hollow cavity here at the College that will be hard to fill in the years to come. This familiar figure on the pier will be missed as well as his presence on the cruise. No tribute to this man would be too great for the work that he had done for the Maritime College and the Cadet Regiment. His deep voice, his authority, and his assuring presence are gone and we only hope that the new Executive Officer will be able to fill at least one of this man's shoes.

As this semester draws to a close, so does our job with the "Porthole". We took over the paper last April hoping to improve it by leaps and bounds, and we tried. We changed the texture of the paper to a more readable type, we added captions to our pictures, we improved the photography, we.....oh well; we tried anyway. Although the improvements are small and are not readily noticed we think they have helped.

In February, the Third Class will take over and we hope that they will strive for greater heights. And so... from the present staff we bid a fond farewell and wish the new staff the best of luck.

are not defending our policy in Vietnam because of it. Then there are those that think as that author does when he says "...he would rather fight the Communists in the jungles of Vietnam than on the sunny beaches of California". This is fine only which is it -- so that all men may live their lives as they wish, or self-preservation? If it is the former the point is debatable how they wish to live their lives or perhaps how we wish them to live it and as for the latter, is this the only way to combat Communism.

When a country first starts out it is difficult for it to raise money so that it may survive those formidable years and progress to a country of any independence. To accept money from any country would obviously be asking for foreign intervention and no country wants foreigners to intervene in their affairs. In those early years the quickest way to achieve any kind of self-sup-

porting independence is through Communism. This makes it doubly difficult on the United States if it wishes to stop the spread of Communism. The Peace Corps, which seems to be getting little public support, might be one answer. True it is a very slow and undramatic process but those marchers feel that a human life is perhaps a bit more precious than we make it.

Some feel that we had lost Vietnam a few years ago when we were slow in taking action and others feel that action must be taken in the future but not with guns and still others feel that from Vietnam to California is a bit far-fetched. Some might say they are not being realistic but let us not confuse realism with brutality. The marchers do not claim to have the answers but rather they are looking for a better one. In America they should have the right to ask, without being called traitors.

Hershey

(Continued from Page 1)

In order to assist the local boards in their classification.

However, to preserve the classification authority of the local board, the Selective Service law was amended to provide that no local board should be required to defer any student solely on the basis of a grade on any test or a standing in class or any other evaluation of that character. The Congress also increased the liability of all deferred registrants from 26 to 35 years of age to insure a longer period for them to be available for induction.

The examination and the class standing method was suspended after the calls dropped and the supply of registrants increased.

The deferment of a student is based on a determination that he is full-time and remains a satisfactory student. There is a lack of uniformity among educational institutions as to the number of hours required for full-time standing. Local boards must use their best judgment in each individual case.

When a student is satisfactory is, of course, a matter of judgment and, by law, the local board must decide this question. The information possessed by the school is of the greatest importance but to be valuable, it must be furnished to the local board in timely fashion. This places a responsibility on educational institutions that is both difficult and time-consuming, but it must be met. Satisfactory participation cannot be assumed. Evidence must be positive.

The Selective Service System understands that institutions expel and suspend for other than academic reasons. Violation of institutional rules results in a student becoming less than satisfactory to the institution. When this is reported to the local board, it causes his reclassification. Currently this reclassification is likely to result in very early induction.

The Selective Service System understands that educational institutions declare students unsatisfactory even when they are recipients of grades well above passing. The right and necessity to do so is recognized.

Similarly, a student to be satisfactory to the local board must not disobey the law or regulations of the Selective Service System. Perhaps it cannot be repeated too often that the Congress made liable for service all registrants 18-1/2 to 26, inclusive. By law they are in Class I-A until, by local board action, they are placed in some other classification. No classification other than I-A remains when the facts that supported the deferred classification change. No registrant is deferred unless it is in the national health, safety or interest. Deferment is not for the convenience of the individual registrant, although the nation's interest may at times coincide with the registrant's desires.

Military service is a privilege and obligation of free men in a democratic form of government. It follows that the induction of a registrant is not, and cannot be, a punishment. The Congress having delegated to the local board the decision as to when they shall serve, the local board is not acting arbitrarily when it reclassifies into I-A a registrant it had formerly removed from I-A. This board must do when the registrant violates the terms by which he secured the deferment in the first place.

These are dangerous and uncertain times. All on the campus, of course, share all of the uncertainties of other citizens. If the uncertainty seems greater for the student, it is because he is of critical military age and because he has more to lose should our way of life suffer serious disarrangement.

The Selective Service System is well aware of the need to train our youth; more so, I believe, than the great majority of our citizens. But, likewise, the Selective Service System knows equally well that the registrant, as a student, is only a potential asset for national survival. If

dangers are great enough in the present there is no question that if necessary the efforts of all citizens must be used in insuring the survival of the nation. Survival there must be. Without it all other questions are moot.

The Selective Service System for a quarter of a century has tried to define the maximum number of students over-riding demands would permit. It will continue to do so but this is not a one-way street. The student must prove by his contributions to society after college that the training was worth the time. He must demonstrate during college that he is progressing toward the objectives for which he is being trained and that he is the kind of an individual that should be trained. It is recognized by educational institutions that breaking their rules disqualifies a student from being a satisfactory student. It should be just as clear that breaking and defying the law of the nation is even greater evidence of failure to remain a satisfactory student.

What may eventually be the result for a student depends on factors completely outside of our nation, it would be worse than useless for me to speculate. Today the Selective Service System hopes by the cooperation of educational institutions, and particularly the individual student, to have in school those who clearly demonstrate they are meeting the requirements for full-time standing and are satisfactory in every respect. None of us can control yesterday or tomorrow; we can meet today by putting the best we have into doing better today's task. For the student, that means the maximum in effort and the highest in devotion to the best image of a student. For the administrative staffs of educational institutions, it means their best efforts to inform the local boards of these students who are less promising.

The article listed student's responsibilities as: --Keeping fully informed of their obligations and their rights under Selective Service. "More and more local boards are sending I-A classifications to all students registered with that board in an effort to differentiate between full-time students making good progress toward a degree goal, and those registrants who are part-time students, or whose academic progress is lagging," Mrs. Vetter wrote.

--Sending their current address to their local draft board. --Taking immediate action if they plan to appeal reclassification into I-A. The article noted that there is a 60-day time limitation for appeal, which starts on the date of original mailing of the classification notice and said "delay in receipt of notice may be sufficient to cause forfeiture of appeal rights."

POWERHOUSE ADDITION

During the week of January 10, 1966 construction was begun on an addition to the powerhouse. Scheduled for completion in September 1966, the new equipment will supply the power necessary to heat the new Science and Engineering building.

The \$250,000 project consists of a new steam boiler, to be housed in an addition to the present building, and associated auxiliary systems, including new turbine feed pumps, and a de-aerating feed tank. The entire plant will be controlled electronically by the latest automatic equipment.

The present plant has an output of 40,000 lbs./hour, and the new boiler will have a capacity of 20,000 lbs./hour, an increase of fifty percent.

By having the new equipment ready a year before the completion of the new Science Complex, Mr. McAllister hopes to have all of the bugs out of the systems before the additional load is added.

Cadets Report on Conclave

On Wednesday, 12 January 1966, Cadets J. P. Flannery and T. F. Flynn attended the National Transportation Institute with Professor Dutcher as guests of the New York State Maritime College Alumni Association. This conclave is held every two years by the Transportation Association of America. It is a gathering of the senior executive representatives of major firms and corporations of our country. The theme for this year's institute was: SHAPING TRANSPORT FOR A SHARING SOCIETY—UNDER PRIVATE ENTERPRISE—WITH GOVERNMENT COOPERATION—FOR THE PUBLIC.

The morning session started at 9:30, and was held in the "Sert Room" of the Waldorf Astoria in New York City. It consisted of a panel discussion moderated by Dean George P. Baker of the Harvard Graduate School of Business Administration. The panel consisted of the following distinguished executives: Charles Tillinghast Jr., President of Trans World Airlines; John M. Akers, President of Akers Motor Lines Inc.; Alfred E. Perlman, President of New York Central Railroad System; James A. Farrell, Chairman and Chief Executive Officer of Farrell Lines Inc.; and Charles H. Weger, General Traffic Manager, Shell Oil Corp., and President of the National Industrial Traffic League.

Each of these gentlemen gave a short speech pinpointing specific problems in their respective fields of transportation. This was followed by a question period, in which Dean Baker presented questions drawn from the audience, and directed to individual members of the panel. There were two questions submitted from our little contingent. The first question was directed to Mr. Farrell and was as follows: "Do you expect a continuation of government Maritime Subsidies?" Mr. Farrell answered in the affirmative. He stated that his company has six subsidized ships under construction at this time, and that it was his considered opinion that government subsidy is imperative to keep the American Merchant Marine alive. He added in his earlier remarks that "Well managed companies regard subsidy as taxpayer funds entrusted to them to enable the American flag ships to take an otherwise unobtainable position. This puts them on even terms on the starting line against their lower cost international competition, which is generally subsidized either directly or indirectly. From that point on, American ships have the same incentive to avoid loss and return a profit. This profit incentive is the best assurance I know of efficiency and progress."

The subsidized sector of the American Merchant Marine is healthy. One only has to compare the balance sheets of June 30, 1965, with those of June 30, 1965, to see the success demonstrated by 30 years of adaptable and basically sound

maritime policy ... The subsidized fleet contributes a figure approaching some \$1 billion annually to the favorable balance of payments."

The second question was directed to Mr. Akers of Akers Motor Lines Inc. "At present, carriers are faced with relatively high highway user taxes and charges, whereas the water carriers are faced with none. Do you feel that this places undue burden upon your industry? Do you feel that the Inland Water-Ways of the U. S. should have similar charges placed on them?" He replied by stating that his company does pay very high user charges, but as far as the taxation of the waterways, he said that it didn't concern him, so let the Water Carriers worry about it.

By far, the most colorful character of the day was Alfred E. Perlman, President of the New York Central Railroad. Mr. Perlman stated that each of the gentlemen on the panel were statesmen for their own particular mode only, but that none of them had real statesmen speaking for all modes. This seemed to suggest that he was greatly in favor of the newly incorporated Department of Transportation. Mr. Perlman felt that one of the best means to provide a more coordinated transport system would be to allow for integrated transport companies. Perhaps he stated that what an integrated transport company is would be of value. An integrated transport company would be one such as the Canadian-Pacific Railroad Company. This company owns railroads, trucks, oceangoing steamships, and inland-coastal steamers. These are all controlled by the one company, and therefore all freight is routed by the company in the most efficient manner. They send it on its way employing their various modes along the shortest route, and in the most economical way. This provides better service to the customer at a lower rate, and also allows the company to obtain the maximum profit. Mr. Perlman later remarked that this is the type company that he would like to make the New York Central. He elaborated further on the topic of transport coordination in his prepared remarks.

Remarks made by Mr. Tillinghast, President of Trans World Airlines were on the topic on high-speed transport. The concentration of his remarks centered about the airline industry, including both freight and passenger transport. One of their biggest problems is that of getting the passengers to and from the airports. Heavily congested metropolitan areas account for this problem. Experiments in the use of the helicopter service have for the most part been of a moderate success, but do not seem to be the immediate solution to this problem. To him, a direct spur line for a non-stop subway seems to be a better solution. It was interesting to note that of the time that it takes to get from mid-town Manhattan to London, 17% of it is spent in getting to the airport. At the rate presently expected, this will increase to about 50% in the year 1975.

The morning session ended at 11:45 so there was about a half hour left before the luncheon. The luncheon began promptly at 12:15 at which we were served a Roast Beef dinner. After the luncheon, the Honorable Alan S. Boyd, the Under-Secretary of Commerce for Transportation gave an address. His remarks centered on the problems faced by our nation in the transportation area. The address began with the words "If there is one thing that we know about transportation these days, it is that we don't know enough". Mr. Boyd proved to be a very interesting speaker, and also gave the impression to us that he is, and will continue to be a very dynamic political figure.

The afternoon session began at 14:15, and proved to be a session of little interest to both of us. The topic, "The Federal Government's role in the regulation of the transportation industry." Present on the panel were the following: The Honorable Charles S. Murphy, Chairman of the Civil Aeronautics Board; Rear Admiral John Harlike, Chairman, Federal Maritime Commission; The Honorable John W. Bush, Chairman, Interstate Commerce Commission. The session was moderated by Harold F. Hammond, President of the Transportation Association of America.

Each of these commissioners gave a short speech regarding the present and future plans of their respective commissions for the regulation of the industry. All seemed to be in favor of present regulation that will stimulate the industry rather than hinder it. When asked on what their feeling was regarding the formation of a new Department of Transportation, they gave different replies. Mr. Murphy stated that he was not sure if there was going to be such a committee set up, but if such a committee would be set up, he stated that he would give it full support. Admiral Harlike did not think that such a committee or Department would be set up. Mr. Bush thought that such a committee would definitely be set up but it would not effect the existing commissions. This afternoon session was wound up by a series of questions asked by the moderator, Harold Hammond, and ended at 15:45.

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Bible Club Has Guest

On Friday, January 14, the Bible Study Club had their first meeting of the new year. The guest speaker was Mr. Conrad Jensen, Deputy Inspector of the New York City Police Department, now retired. He is currently the Associate Director of Youth Development, Inc.

Mr. Jensen spoke mostly of his experiences as a law enforcement officer, and as a spiritual leader of young people. He began his police career in Precinct Number 1 in the Wall Street area of New York. After a few years, however, he was transferred to Precinct Number 27, in East Harlem, one of New York's most crime ridden areas. It was here that Mr. Jensen was first confronted with juvenile delinquents and the serious problem that they face society with. Since this time Mr. Jensen has devoted most of his extra time in helping these young people to develop socially and spiritually.

Mr. Jensen stated that in the last ten years the juvenile delinquency problem, especially the gang problem, has decreased considerably in the slum areas. He claims that this is due to an increased juvenile force and constant diligence in these areas. It was also stated that statistics have shown that social work focused on juvenile delinquents is ineffective in most cases because these people do not want to be helped. Mr. Jensen believes that juvenile crime results from having no immediate goal or ambition.



Cadets J.P. Flannery and T.F. Flynn take part in a conversation with The Honorable Alan S. Boyd; (center) and Mr. Henry Lefer (right) after the luncheon in the Grand Ballroom.

Mach. Shop Steward

James J. Cashion can recall when each and every other member of the Faculty and Staff came to Fort Schuyler to begin their Maritime College careers. It's been a long time since he himself came aboard for the first time in an official capacity. 1 November, 1940, to be exact. He was attending classes for New York State Industrial teachers in the City when he was appointed to set up and teach courses in shop work at the Maritime Academy. He did not realize it then, but it was the beginning of a long and dedicated career to the teaching and training of young men—a career that is not yet near the end. He is now an assistant professor in the Engineering Department with twenty-five years of service, which means that a lot of water has flowed around the corner of the Thru's Neck Adam's Apple since he's been here. Professor Cashion says that he has enjoyed every minute (or almost) of this great interest in the cadets from one year to the next. He feels that students or young men have changed but little during his long stay at the College which is contrary to most everybody else's belief. Every year each of his brand new pupils remind him of somebody else in his classes of the past.

Prof. Cashion was born in New Haven, Connecticut, on 29 May, 1912. His father was an ex-Irish schoolteacher who worked for the Winchester Arms Co. and later at the main office of the New Haven Railroad. His mother spent her time and strength around the home trying to keep her five children under control.

James J. attended grammar and high school in his home town until he left during his sophomore year to seek his fortune in the industrial world. He worked for different companies, mostly the railroad, in Massachusetts, Connecticut, and New York from 1929 to 1940. In the meantime, he had finished the high school course in night school. After coming to the Academy, he finished work on his Teachers - in - Vocational-Subjects certificate which was granted by the State Education Department in 1949. In 1953 he got his B.S. in Industrial Education at N.Y.U.; and in 1955 he completed work on his M.A. in Guidance and Counseling, also at N.Y.U. In 1957 he obtained a year's leave of absence to act as a manufacturer's consultant.

When asked about his military service, Prof. Cashion got his familiar glint in his eye and gave forth with his cautious but ample smile. "Fort Schuyler is the only battleground I saw," he says, "but the real battle veteran of the family is my wife who was a nurse in the Army". He joined the Naval Reserves in 1941 while at the Academy and was transferred to active status in 1942 and assigned to duty at Fort Schuyler. He was released in 1946 and resumed his duties as instructor at the College.

His interest in the student guidance problems increased to such an extent that he chose this field as his major for his Master's degree. He has kept up this interest for the benefit of his students and for his own personal satisfaction.

He married Army Nurse Margaret H. Murray of Pennsylvania in May, 1947. They now live in Whiteside with three almost-grown-up children, two girls and a boy. The oldest daughter graduates from his school this year and his son next year. The youngest girl is scheduled for the third year from now. Prof. Cashion does not want to think of any future beyond seeing the kids through college which is at least seven years away.

He enjoyed the cruises from 1941 until a few years ago when he stayed ashore. He thinks that they are an essential part of the College and without them, it would be just another school. He took an active interest in the "Shoal Water" when it was under the supervision of the College. He was an important member of the crew. On the way back from one of the Bermuda races, they ran into the tail end of a hurricane and the ship's cook, our Prof. Cashion, was seasick for three days and nights. There was no galley activity in between the 40°-50° wasolmeline time.

Prof. Cashion is typical of most teachers who have spent many years in the profession. He is loyal, dedicated, interested, and happy in his job. He is also proud to have been named an honorary member of the class of 1945.

Publishes Book



ROBERT WAGONER

Robert A. Wagoner, Assistant Professor of Modern Languages at the Maritime College, has just published an annotated translation of Gustave Lanson's famed biography of Voltaire. It is the first English translation of this classic study originally published in Paris in 1908 by Librairie Hachette. The English-language edition (published by John Wiley & Sons, N.Y.C.) is enhanced with an introduction by Peter Gay of Columbia University, an eminent historian internationally known for his cogent studies of Voltaire and the Age of Enlightenment. The book is further updated by Mr. Wagoner's translation of a Commentary written for the 1960 French edition of this work by the contemporary French scholar Rene Pomeau.

The Lanson study has long been recognized as the best brief survey of Voltaire's life and work ever written. Peter Gay states in his introduction: "Gustave Lanson's Voltaire is now sixty years old, but it remains the best short biographical study of Voltaire in any language. It is therefore good to have the book available in English, especially in Robert A. Wagoner's faithful and fluent version. I can think of no work to which I would rather send the beginning student, and even the seasoned professional, than this, Lanson's Voltaire is, in a word, a classic, and a classic that does not show its age." The late Gustave Lanson (1857-1934) was for over thirty years professor of French literature at the Sorbonne and produced many scholarly works including an immensely popular History of French Literature. His Voltaire was one of several lively biographies written primarily for the average, well-informed reader rather than for the researcher specialist.

A native of Illinois, Mr. Wagoner earned his M.A. degree at the University of Chicago and has done graduate work in France and in French Canada (Laval University, Quebec). He has contributed a number of articles to The Modern Language Journal. A veteran of WWII in U.S. Naval Intelligence, he served in 1945 in a liaison capacity with French forces in occupied Germany. Since 1953 he has been teaching French and Spanish at the Maritime College and resides at 1605 Metropolitan Avenue in Parkchester (the Bronx).

North Shore Project

Construction has been completed on the sea wall along the north shore of the College peninsula. The sea wall is part of a more than \$107,000 project which includes site development of an area of about 15 acres along the northern edge of the campus. The project includes demolition of the old Armory and Machinery Hall. Completion is scheduled for July of this year.

When the project is completed the new shore road and its related areas should eliminate the parking problem which the school now faces. The contract calls for construction of parking areas for 315 cars. This space will be divided into four separate lots. The largest of these lots will be in the area of the Armory and will accommodate 140 cars. A second lot will be located directly under the bridge, with 39 spaces available. The area in front of Reisenburg Hall will be converted to a parking lot for 69 cars. The primary Cadet parking space will be located in what is presently the bus turnaround area.

The project calls for the new road along the north shore to be in the main entrance to the College. At this entrance Mr. R. McAllister, Plant Superintendent has tentative plans to construct a new guard house. Mr. McAllister stressed that this will not be just a shack, but will be a building designed to blend with the College architecture.

Also, Mr. McAllister plans to increase the number of guards to five. These guards will maintain a continuous 24 hour watch on the entrance and outer parking lot.

The contract also includes two new tennis courts. These will be located west of the bridge. Man hole covers will be included for access to underground utilities and utility connections.

Gull Contracting Co., Inc., of Flushing, New York was awarded the contract for this project.

Rifle Report

This year's rifle team, under the new advisories of Lt. Cdr. R. Chesbrough, although posting a 2-win 3-loss league record is probably the strongest team in many years. Wins were posted against Rutgers and Cooper Union, while the team lost to such strong schools as St. Peter's, C.C.N.Y., and Hofstra.

The two biggest problems faced by the team have been the movement into a stronger league and the use of the International Small Bore Rifle Target. These new targets have proven to be a challenge to every team in the league. Although our scores are lower than last year's, 1245 compared to 1390, the challenge for shooting a perfect score on the newer targets in the prone position has become much greater.

Leading the team in scoring this year is P. Prills 1/c followed by Warner 2/c and T. Chichester 1/c. Positions four, five, and six are constantly challenged by thirdclassmen T. Gillespie, J. Clark and R. Rencuck. Other members of the team who deserve credit are T. Bishop 4/c, C. Malzone 4/c, R. Schmalzing 3/c and J. Michal- asovich 4/c.

ADM. Moore Interview

In an interview with the President of the Maritime College, Vice Admiral H. C. Moore, the Admiral stated that the recent publicity and controversy concerning the possible speed up of curricula for Maritime Cadets has been initiated by the maritime unions. An engineers union submitted a six-point program to various federal agencies. One of these points recommended the speed up of curricula for Federal and State Maritime Academies. The Admiral contended that the requests of the unions are not considered appropriate by the Maritime Administration. This is because the only shortages that presently exist are those judged by union standards. For example, the unions consider the liner United States undermanned if it has less than 45 licensed officers, while the Coast Guard requires only 24 licensed officers. There is a significant difference in these standards. Ships that are reported sailing undermanned are still manned as prescribed by Federal Law. To partially alleviate this situation the unions themselves are sponsoring schools which enable non-licensed personnel to study for and earn their licenses.

Also, much of the difficulty faced by the merchant marine in the Vietnam crisis is due not to a shortage of officers, but to unloading delays. This is essentially an Army problem, for many of the ships which are chartered by MSTs are victims of Army scheduling. Admiral Moore said that he had recently learned of one ship that had been in Da Nang for 100 days waiting to be unloaded.

With these thoughts in mind, the Admiral stated that the Government does not consider the situation serious enough to warrant the speeding up of curricula. He said that he had heard "nothing official by anybody," and that there is "no indication that the State University of New York will be asked to step up its curriculum."

Furthermore, if the Maritime College were asked to speed up its program, the choice would be to all probability belong to each Cadet individually. There is the possibility that a voluntary program would be initiated at Government request. But this would not change the curriculum greatly. First classmen would be given the chance to graduate in February. And although they might not be granted a degree by the Board of Regents, they would be guaranteed the opportunity to return to the College to obtain it.

In conclusion, the Admiral stated that the first decision, even to ship out, rests upon the individual. And that the Maritime College will give first priority to student interests. Specifically, "Students thoughts and wishes come first."

Elected

The new officers for the coming year are: President - John Ferrero, Vice-President, Nolan Gimple, Student Council, Jim Clark, Denny DiSalvo, Barry Gustafson and Skip Hommel.

This year the third class attempted a new method of election for its class officers and student council representatives. Instead of the show of hands as was used last year, a written ballot was distributed to each third class cadet during the day.

Parry and Riposte

Even now, when Maritime's Fencing team is in the midst of its 1965-1966 season, some people still fail to see why Fencing is included as one of our many varsity sports. To our team members this is very depressing. The following, we hope, will introduce the aspects of the sport to those who are not familiar with them and who have some skepticism as to its value. As much as varsity sport as Basketball and Soccer, Fencing is, however, primarily a participant's sport. Only those who know the sport well (enough to follow the play) or close enough to the actual fencers, can enjoy watching the play.

Unlike most other sports, Fencing is adaptable to wide variations in athletic ability. Natural handicaps, unconquerable in other sports, can be made up for by the development and use of superior technique. Any person can reach a high level of proficiency in the sport and this makes Fencing popular as a collegiate sport. It is designed to prompt participation by many different types of people.

Fencing is also a "taught" sport as compared to an "instinctive" one. Time and effort are required to develop the necessary muscular and nervous control, dexterity and self-discipline.

Enjoyment of the sport can last for a lifetime. In recent national competitions, there have been outstanding performances by contestants in their teens and by men in their sixties. The age of the champions has varied between twenty and fifty years. Along with this, Fencing boasts a universal appeal. It is part of the athletic program of more than two hundred colleges and is one of the few sports to have been carried continuously in the Olympics since 1896.

Finally, part of the attraction of the sport lies in its effective contribution to physical fitness. The mental stimulation, the quick movements, the precise footwork, the balance of the body and the dexterity that is developed all make for ideal physical conditioning.

Here at Maritime, the Fencing team is, for the most part, popularly supported by the regiment and is quite active. Additional support would be appreciated however, as far as cadet turnout at home meets is concerned.

While we are on the subject of our own team, here is a report of the last meet held on 14 December against Brooklyn Polytech: carrier getting lost, we finally found Brooklyn. Eventually we even found Brooklyn Poly and prepared to face one of our toughest opponents. The meet, held in their auditorium, started off very closely with Poly taking the lead. We fought hard to gain the advantage but their lead slowly increased. Despite our efforts the score increased until Poly gained the necessary score of 14, bringing them to victory. Despite the fact that we had already lost, we still played hard to bring a score up to a more respectful 19-8.

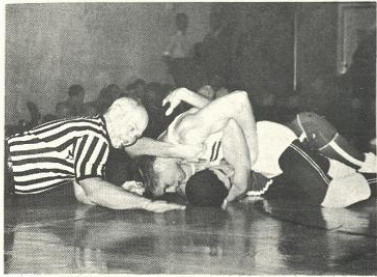
Promotion

Mr. Jacob C. Sklaire, business officer at the Maritime College, has been appointed to the newly created position of Director of Business Affairs by Vice Admiral Harold C. Moore. A graduate of New York University and a certified public

accountant, Mr. Sklaire's appointment will be effective January 20, 1966. In his new position, Mr. Sklaire will have overall responsibility for the supervision and management of the business affairs of the College.

GODD LUCK ON
YOUR FINALS!

Wrestlers Now 5-0; N. Y. U. Next



Against Marist, Tom Flynn pins Bob Espisto in 1:50 of the first period.



Jay Bolton, Co-captain, pins Hunter opponent in the third period.



The referee makes it official as Danny Dever out points his man at Hunter.

(Continued from Page 1)

Many people were perhaps a little dubious about the ability of Maritime's wrestling team, especially since it is in its first varsity year. However, after the team's fifth straight victory, and after collecting 200 team pts. against a total of 10 scored against, spectator support soon rose. The team's victories might be attributed to all out drive, spirit, or guts; but mainly to the participation and tremendous knowledge of their new coach, Mr. Lawrence Sciacchetano.

Larry Sciacchetano is a graduate of Montclair State College where he set five all-time college wrestling records, the most outstanding of which are his career mark of 68-5 and his four Metropolitan Championships at 191. Among his many honors in wrestling are two fourth places in the N.A.A.U., the Wilkes Championship in 1964, the N.Y.M.C.A. Championship in 1961, third twice in the N.A.L.A., Eastern Greco-Roman Champion in 1963, and a qualifier for the Olympic team trials in '64. One can easily see that the coach is well suited for his work, and

judging by the results, he is doing a good job.

Most of you have seen the team wrestle or at least heard of unbeaten year so far, but let us formally introduce them to you.

Earl Stewart, a 20 year old second classman, often says that nervousness sets in long before the match. Apparently he is pulling our leg, for the 123 lbs. Stuart has collected 25 team points in 5 matches. Since muscle does not occur in great amounts at 123 lbs., Earl has won using superior wrestling techniques with tremendous drive.

Winning four matches by pins, and losing a close one by decision, 130 lb. Chip Chappel is definitely a great prize to the team; since he is a fourth classman, having three more years plus the rest of this one to use his excellent ability. Chip has fine moves, and he does not plan to let another loss occur.

Joe Smith, another mug, has wrestled in four of the meets and has won in the 137 lb. class everytime. Joe is wiry and tough, has great stamina, and is an

excellent offensive wrestler. A nineteen year old like Chappel, we expect big things from Joe Smith.

18 year old fourth classman Denny Dever has five pins under his belt, letting no opponent get by the second period. One of the most promising wrestlers on the squad, he shows fine potential for future greatness. Fine skills, excellent physical ability and lots of desire make Denny a real standout.

Bob Chester, a 20 year old third classman, has won his four matches that he entered. A powerful speedy former football and wrestling star in high school, Bob is a top performer at 160 lbs.

Jay Bolton, a 152 lb. second classman, is one of the co-captains of the team. Jay was the winner of many New England A.A.U. Championships while sitting out last season. Coach Sciacchetano says he shows great potential for an N.C.A.A. Championship.

A second classman wrestling at 167 is Tom Flynn. Combining ability and desire, Tom is a very strong wrestler and dangerous opponent. Four pins and a default speak for themselves when speaking about Flynn.

A 177 lb. co-captain, Tom Allen is a combination of everything. He maintains an excellent cumulative average and serves as Regimental Commander. Tom is a strong, smart wrestler with quick moves and good balance a sure conference contender.

Last but not least comes Rowan Osborne, a fourth classman, wrestling in the unlimited spot on the team. Four pins and a decision make opponents think twice about wrestling this red-headed athlete. A Pennsylvania Sectional Champ last season, Rowan takes on all-comers no matter what weight, and does extremely well.

Having wrestled Bronx Community College, Marist, Hunter, Yeshiva University, and Stony Brook; our next will be N.Y.U., here on February 9.

Team support has been greater than any other sport, but do not let that stop you. Come on out: it is fun to watch us win!



Coach Sciacchetano beams after his second victory at Marist while John Antonaccio, his assistant seems amazed. The score 45-0.



Tommy Allen begins his match at Hunter which ended in a draw. His opponent was second in the Mets last year.

N. Y. U. Sinks Tankmen

On Friday, 7 Jan., the Maritime College swimming team faced the swimmers from N.Y.U. in what proved to be the toughest meet of the season. Considering the fact that N.Y.U. has one of the best teams in the area, our men should be congratulated for a great effort; the final score was MARITIME 33, N.Y.U. 61.

The first half of the meet saw Lance Orton place third in the 200 yrd. free style with a time of 2:10.2. On the 50 yrd. free style, Joe Ward and Ray Miles finished second and Gino Nyerges finished third in a field of three in the 200 yrd. Individual Medley. The diving event was highlighted by the first "official" use of the 3-meter board. Ed Ratigan placed third out of four divers, scoring an average of 51.17 points.

Highlights of the second half were the 200 yrd. backstroke, in which Clay Beall set a new pool record of 2:23.8, and the 500 yrd. free style in which Lance Orton set a new school record of 6:02.3.

N.Y.U. had fast men and new pool records were set in every event they won. However, Coach Larson and his men are ready for their next meet with Brooklyn College on Feb. 9, at 1930.

Privateers Drill Harpur 73-65

An enthusiastic crowd of cadets was on hand Friday night as the Maritime Five moved on to their second win of the season with a 73 - 65 victory over Harpur.

The game moved freely up and down the court during the first half, with Harpur taking a 36 - 25 lead at half time.

The PRIVATEERS didn't start to move until well into the second half. Things grew tense for the Maritime spectators in the fourth quarter when the score was tied at 57, with 3:55 left in the game. The cadets traded basket for basket with Harpur, until Mike Cooper made two foul shots to pull Maritime ahead.

Ralph Fruehauf was the deciding factor, with his 16 points in the second half. His two foul shots in the first half combined to make him high scorer with a total of 18 points.

Close behind him with 17 points was Mike Cooper; Ken Seims followed with 14 points.

MARITIME (73)				HARPUR (65)			
Player	FG	FT	TP	Player	FG	FT	TP
Cooper	6	5	17	Wojcio	6	5	17
Fisher	3	0	6	Gaimen	7	4	18
Seims	6	2	14	Rice	3	5	11
Fruehauf	7	4	18	Martin	3	1	7
DeVeau	3	0	6	Wilensky	4	1	9
Bryar	2	3	7	Vogel	1	1	3
Tanner	1	3	5				
Totals	28	17	73	Totals	24	17	65



Before the game with Harper, the Alumni played the Maritime College J.V. Team.

Deck Dept. Dwindles

(Continued from Page 1)

THE IRONY OF THE SITUATION recently developed in this manner: The ship's Officer was notified by his local draft board to appear for a pre-induction physical. His particular vessel was one of the freighters assigned to pick up cargo on the West Coast as a substitute for a Mexican-flag ship (under US "effective control") that refused to take the cargo to Viet Nam after it was loaded. The American-flag ship that picked up the rejected cargo belonged to a subsidized operator, and it can also be accurately noted that the Officer involved was also "subsidized," since he was a Kings Point alumnus for whose four-year education Uncle Sam spent in the neighborhood of \$20,000.

Now, because he lacks a Navy Reserve commission, Uncle Sam wants him as an Army private... his prior professional training at government expense completely notwithstanding!

The current shortage of deck Officer manpower can be alleviated somewhat if the local boards would exempt all active LDOs who are draft eligible. It is surely in the interest of the companies to protect the continuity of their commercial trade by assisting us in our government appeals, and many of them have.

For the part, MM&P must make it as easy as possible for any able pensioner to suspend his pension and return to sea. The current shortage is also a boon to Masters and Mates in the four-non-union tanker companies we are attempting to organize. This means that not since the Korean conflict 10 years ago has berth opportunities been so wide and continuing.

Companies could also cooperate by releasing with leaves of absence some of their Captains and Mates working ashore in various supervisory capacities.

Convention Views

(Continued from Page 1)

longer be followed. The Convention supports the existing maritime policy set forth in the Merchant Marine Act of 1936 and notes that, had this policy been more fully implemented in the past, a stronger American Merchant Marine would now be available to meet our national requirements.

The Convention strongly urges that vigorous action be taken to expand our merchant fleet and that, to meet the current crisis, both in commercial service and military requirements, enough ships should be activated from the laid-up fleet to make our nation self-sufficient on the essential trade routes as well as the long supply line to South Viet-Nam.

The Convention reiterates its support of the conference system of international rate-making in ocean shipping; commends those American companies engaged in foreign trade who make extensive use of the new, fast modern ships in our merchant fleet; and renews its support of a national policy to assure fair and reasonable participation by United States flag vessels in the carriage of cargoes owned, financed, or controlled by the United States Government.

The Convention commends the American shipping companies which have dedicated their resources to the building of the finest and fastest freighters the world has ever known and notes with particular approval plans to build container ships and develop integrated transportation systems with, in effect, a single link joining American industry to the markets and material resources of the world.

The Convention concerned that these progressive moves by private enterprise in shipping may be inhibited or indeed frustrated unless the United States Government establishes machinery and procedures to ensure stability in maritime labor relations and uninterrupted service to our foreign trade.

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P. R. Notes

In December there were ten members of the fourth class initiated into Company P-8 of the Pershing Rifles. They were: W. Formuff, C. Flueger, R. Foley, P. Brundage, B. Lootens, G. Weston, J. Wagner, C. Malzone, A. Sietel, and T. Ruzailia.

Also in December the Company's annual Christmas Party was held in Louis' Fine Restaurant, Tremont Ave., Bronx. It was a great evening with all the new members being introduced to the old Company ways.

The fourth class and their

pledge officer, Dennis Pope, recently marched in the Greater Flushing Day parade representing the Maritime College.

Looking forward to the future, our first drill meet is at Boston, followed by Coast Guard the next day. Company P-8 is the defending champion at the Coast Guard Meet, and now has the traveling trophy in its possession. At Boston last year we placed third in I.D.R. competition and fourth in trick drill, which gave us third place overall. Matt "Machine" Gaskin also took first in the individual drill down.

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