

PORTHOLE



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PROF SEMBLER REPORTS ON DRAFT STATUS



On Friday, 11 February, Professor William Sembler represented the Maritime College at a meeting of college administrators and the selective service board of New York City. The purpose of the meeting was to inform the colleges of new draft policies which may go into effect soon.

REPORT OF MEETING OF COLLEGE REPRESENTATIVES

NEW YORK CITY SELECTIVE SERVICE HEADQUARTERS

11 February 1966

The meeting was presided over by Colonel Paul Akst, USAF, New York City Director of Selective Service and his assistant, Lieutenant-Colonel Arthur A. Alper, USA and was attended by representatives from all the colleges in the New York City area. 2. For Selective Service purposes, the United States is divided into 56 states; the 50 states plus New York City; Washington, D.C.; Puerto Rico; the Virgin Islands; Panama Canal Zone; and Guam and American Samoa. The New York City Director of Selective Service is, therefore, ranked as a state director and is responsible directly to the System Headquarters in Washington. 3. The Draft Boards are now inducting single men in the 19-26 age group in the order of their ages, starting with 26 years and working downward. The New York City Boards are currently taking men at the age of 19 years 4 months. It is expected that this age group will be exhausted by April 1966 and that the induction of childless married men in the 19-26 age group will then be started. There are not too many men in this group and it is anticipated that most of them will have been called by June 1966. 4. The next groups eligible for induction will be single and childless married men from 26-35 years of age and then men in the 18-1/2 to 19 category. It is estimated that there are about 100,000 men in the former group, of whom only about 25,000 would

pass the physical examination. The Armed Forces do not consider these men suitable for military training; neither do the Armed Forces wish to induct men below 19 years of age at the present time.

5. In order that men in the 26-35 and 18-1/2-19 age categories will not have to be drafted, the deferments of students will be reexamined. It is expected that about 200,000 students will lose their deferments and be inducted each year as a result of this re-evaluation of their status.

6. In order to maintain his deferment, a student must meet the following criteria:

a. He must be matriculated.

b. He must be a full-time student.

c. His work must be satisfactory.

7. A full-time student is defined as one who completes a four-year course in four years, a five-year course in five years, etc. The earlier definition of a full-time program as one which consists of 12 credits a semester does not apply in this case. A full-time student enrolled in a four-year course will be given eight semesters of deferment by the Local Board. If he has not completed his program at the end of eight semesters, he will no longer have a deferment.

8. A satisfactory student is one who has attained a minimum grade of 70 percent in an aptitude examination to be conducted under the auspices of the Selective Service System or one who maintains the following class standing:

a. To be allowed to enter the sophomore year, he must have been in the upper half of his freshman class.

b. To be allowed to enter the junior year, he must have been in the upper two-thirds of his sophomore class.

c. To be allowed to enter the senior year, he must have been in the upper three-quarters of his junior class.

It must be emphasized that it is the intent of the regulations that the student seeking a deferment must either achieve the minimum grade in the test or maintain the class standing indicated. It is not the intention of the regulations that the man should have to meet both requirements. It must also be kept in mind, however, that the above criteria are intended only as guidelines for the Local Board and that they are not meant to restrict the board's freedom of action. Colonel Akst indicated nevertheless, that if a student appealed a Local Board decision, the Appeal Board would adhere closely to the above specifications.

The class standings indicated above are to be computed for the college as a whole, and not by curriculum or major. It has been tentatively decided that the averages used to determine these standings must be yearly averages and not cumulative. There is a slight possibility, however, that this decision may be changed, at the request of the colleges, to

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School takes Survey of Graduates

The Maritime College recently undertook a survey to determine what the graduates from the classes of 1963, 1964 and 1965 are now doing. A total of 332 questionnaires were mailed out and 51.2% of the questionnaires, from the returned questionnaires, it has been determined that:

Of the class of 1963, 89% of the 93 graduates have used their Third Mate's License. The officers have fulfilled 398 months at sea; They have averaged 12.6 months out of 31 months since graduation at sea. Now, from the class of 1963, 12.1 are furthering their education in graduate school. The Armed Service has claimed 15.2% of these Merchant Marine officers.

The graduating class of 1964, with 131 members, has had 72.2% of their class using their licenses. These officers have completed 738 months at sea in the Maritime service and average 11.8 months per graduate at sea out of 19 months since graduation. Of those who have used their licenses, 21.7% are now in graduate school and 13.3% are now in the Armed Service.

From last year's class, the class of 1965, with 108 graduates, 68% have shipped out on their licenses. These graduates from the Maritime college have completed 192 months at sea with an average of 5.6 months at sea out of the 7 months since they graduated last June. Presently, 2.9% of these officers have gone on to complete their education in graduate school and 13.3% are in the Armed Service.

The 127 officers out of 170 that completed the questionnaires have contributed 1308 months of

service to the Merchant Marines. The shortage of Merchant Officers, nevertheless, has not been relieved much because out of these 127 officers, 18 have been called into the Armed Forces and many more have been having trouble with their draft boards. The following are selected comments-

"Many graduates could not sail long enough to obtain even their reserve commission because of pressure from their draft boards. This happened to me and I stopped sailing in order to obtain an occupational deferment ashore. (1963 graduate with four months sailing time currently employed in industry).

"Present conditions are causing many unions trying to feather-bed ships than a real shortage of engineers. High initiation fees and poor working conditions are driving many engineers ashore. (1963 graduate with three months at sea presently in graduate school.)

"The answer to the current merchant marine officer shortage will not be found by looking to the ship school graduate. It is my opinion that young men entering the sea-going profession have been disillusioned and after one or more trips aboard an American sea-going vessel they realize that the life is not one of travel and education, but one of loneliness and extended periods away from home. It is also unfortunate that new schoolship graduates are subject to professional jealousy from the older members of the sea-going merchant marine. (1963 graduate with 25 months at sea, currently

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McGuire Wins MEBA Contest



Cadet Patrick J. McGuire, 3/2, was awarded a \$100 gift certificate for his safety suggestion entered in a contest sponsored by the Marine Engineers Beneficial Association's pamphlet "The Safety Valve." The contest was open to all District 2 MEBA members and cadets at the various maritime academies. McGuire, an alumnus of Albertus Magnus High School, won his prize in the cadet category by suggesting that the on-off switch on a ship-board lathe be placed in a position such that the operator would not have to reach across the machine to operate the switch. He went on to say that in order to eliminate a hazard such as this, the switch should be placed on the side on which the operator stands.

"The Safety Valve" pamphlet sponsors several of these contests every year, their purpose being to promote shipboard safety. Separate prizes are awarded to the practicing marine engineers in MEBA and to the many cadets who enter.

Students Get Recognition

A grand total of 105 students made the Honor Rolls as a result of the time and effort spent on study and learning during the past semester. Twenty-four succeeded in reaching the Admiral's List which requires a minimum average of 3.5. Eight-one book experts wormed their way into the Dean's List which only requires a minimum of 3.0.

The Admiral's List seemed to go according to rank, nine seniors, seven juniors, five sophomores, and three freshmen are included. According to departmental dispersion, the Decidies showed thirteen, the Engineers eight, the Nuclear Scientists two and the M and O's only one.

The juniors outdid the other classes with thirty on the Dean's List. The freshmen came out second best with twenty-one. The seniors placed eighteen and the sophomores seventeen. The departments were represented with



B. J. KUCHINSKIS 1 C thirty-seven for Marine Transportation, thirty-two for Engineering, seven for M and O and five for Nuclear Science.

Individual honors went to B.F. Kuchinskis, senior from Queens and C.D. Hahn, a sophomore from Bolivar, New York. They were the only ones to hit the center of the bull's eye at every try and finished with 4.0. Senior K.H. Seims, Brooklyn, barely missed the topmost bracket and came in with 3.9. Other class



C.D. HAHN 3 C

leaders were R.J. Flint, from Kings Park, senior with 3.8; Juniors P.J. Bartowiak, from Syracuse, N.Y., J.J. Hooley from Manhattan and B.T. Forrest from Wellsville, N.Y. with 3.7; sophomore G.O. Smith, from Ocean-side, Long Island with 3.8; and freshman W.C. Winters with 3.6. A complete roster of names on the Honor Roll appears elsewhere in this issue.



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SOLDIERS OR SEAMEN

Recent reports from our nation's capital and from Viet Nam indicates that the South East Asian conflict is here to stay, perhaps for several years. If, as present conditions indicate, the buildup of American forces continues, it will not be long before each of us becomes involved in a very personal way.

According to Professor Sembler's report on the selective service, they are about to run out of young men in the A-1 classification. As a result they will soon be turning to other sources, primarily College students. In attempting to be fair about this selection, the draft boards are utilizing two gauges: aptitude test, and class standings.

Students at Fort Schuyler are faced with a most unique set of problems. We are a small school and we are being trained in a highly specialized field. As a small school we stand to be hurt immensely by the class standings policy. As an example take an average entering class of 200 students. Of them approximately 100 will become sophomores, 66 will become juniors and 50 will become seniors. Include also the 5-15% of a class which leaves for personal, financial and disciplinary reasons and you have 40-45 graduates. Top notch graduates perhaps, but how many ships can 25 decades or engineers sail at once?

Under this system there is no guarantee that studying would provide favorable results. Even if everyone worked so hard that our lowest mark would compare to a 3.0 at any other college, there would still be a bottom 50% for the Fourth Class, a bottom 33% for the Third Class, and so on. These facts alone, when realized, may tend to discourage many cadets because they know that they cannot hope to compete with many of their classmates in certain academic fields such as English, Math, and Physics. There are many people who are not cut out for academic excellence; yet at the same time possess a natural knack for seamanship and a nautical life.

A selective service aptitude exam will give us no better chance for survival. This test will be based primarily on academic subjects, neglecting completely our professional training and abilities.

Our professional training and abilities bring up another very important problem, mainly the failure of the government to decide what we are, how important we are, and how much we are worth. It seems that the government expects this war to last many years, yet they are planning it on a day by day basis instead of looking to the future and utilizing a long range program.

War, by any other name, is still war, and cannot be won by fighting men alone. War is a team effort on a gigantic scale and must be accepted as such from the very beginning. If through neces-

sary or needless secrecy between departments, or if one department gets carried away in its own needs and importance and ignores the needs of the others, then a staggering paralysis may set in until such differences can be resolved. This could be costly, both in men and time.

In this light we can see that these are hard times for our government, hard because it is difficult to speak through both sides of one's mouth at the same time. One side says that it is of utmost importance that we maintain a strong Merchant Marine. United States ships are carrying most of the vital war supplies to our men in South-East Asia. At the same time they are trying to make some profit in their commercial enterprises, and all of this at a time when retirement, promotions and shoreside jobs are reducing our manpower. Yet the other side of the mouth says that Merchant Marine officers, men and trainees must be drafted on the same basis as a liberal arts major, or some loud-mouthed pacifist majoring in draft card burning. This, in effect, is saying that these sea routes and the means of using them are not important.

Unlike the usual liberal arts major, we at this college have made a big decision concerning our future life. We signed papers stating this decision and the intent to serve our government before we entered the Maritime College. In good faith because of this decision, the government supplies us with a training ship, plus \$75,000 per year for its maintenance and upkeep. Also, they subsidize us at a cost of \$600 per person per year. Next there is the Naval Science program whose cost, although we have no exact figures as to their salaries and expenses, can be estimated at better than \$40,000 per year. This amounts to more than \$475,000 per year spent by the federal government on this school alone. There are four other state schools which receive similar aid which indicates that close to two million dollars a year is spent on maritime training. Now they want to throw this money away and start spending more to train us as privates. This shows a lack of teamwork and cooperation between departments.

We feel then that the government must have a meeting of all the various departments in which all are informed as to the present and future demands which will be placed on America by this war. Then they must consider carefully the manner in which they utilize these resources.

At the present time the government is reactivating more than 120 Victory Ships. Where are the officers for these ships coming from? If the war increases in scope and spreads to other areas, how are they going to re-supply the maritime colleges with the students they drafted? What would happen during the gap between the time that the college were allowed to graduate only 40-50 officers per year because of the draft and the larger classes put out during a wartime acceleration program, if such a program would become necessary?

As each of us is well aware, a merchant marine officer is not trained overnight. There is so much to learn, so much to know. The government must seriously weigh our present worth as soldiers with our future worth as officers. A definite policy of draft deferments must be instituted for students at the state maritime schools, not because we are worth more now, but because we will be invaluable when we graduate.

TO A FRIEND

Professor Herbert Millington just recently suffered the greatest loss that a man is destined to experience. His wife died after a brief but fatal illness.

Dr. Millington is not only a teacher, advisor, and coach to many of us, but also our good friend. As good friends, we would gladly assume all of his grief if that were possible, but it isn't. As good friends we can only share it.

To the Editors:

Post Present and Future

It was recently brought to my attention by Admiral Moore that a front page article in the last issue of the Porthole was taken word for word from an editorial in a professional publication without any credit or source mentioned. This is literary piracy, a practice that cannot be explained or excused under normal procedures.

As student editors you must insist that this error not be repeated. You must require that all news articles and other outside items to be used in the Porthole be identified and summarized or otherwise rewritten. News releases or any such material are exempted from this.

The Admiral is not the only one embarrassed by this flagrant violation of journalistic principles. The whole college will suffer. Apologies are in order but they will not substitute for the vigilance and the responsibility that our situation requires.

T. Hildago
 Faculty Advisor



Dance Was Big Success

On Saturday night, February 19, the Newman Club sponsored their annual dance in Reisenberg Hall. The theme of the dance was "We gotta get out of this place", and the gym was appropriately decorated as a jail. The dance was a tremendous success with a sellout crowd of over 175 couples.

The music was provided by the Bricks featuring Clem Souza, Rod DeVau, Kenny Weinhauer, Mick McGuire, and Richie Robbins. A sad note is that this was the last performance by the Bricks who are finally breaking up after playing together for over a year. An interesting fact is that the first time the Bricks ever played together was at last year's Newman Club dance.

NEW RATES

Since the beginning of the first semester of this academic year, there have been several rate changes. In the First Battalion, there was only one change; Cadet Heffern, 1/c was given the rate of assistant B-3 platoon leader. However, the Second Battalion has now many new officers. Cadet Kuchinskas became Second Battalion commander and Cadet Dejewski became Second Battalion chief of staff. Cadet Elston was promoted to D Company XO, while Cadet Seims moved from assistant platoon leader of C-2 to platoon leader of D-2. Finally, Cadet Lueck rose from the ranks to become assistant platoon leader of the vacant position left by the promotion of Cadet Seims.

Good luck to all of them.

I am a tired American

"I AM A TIRED AMERICAN"

by Alan McIntosh
Publisher, The Rock County Star Herald
Luverne, Minnesota

I am a tired American.

I'm tired of being called the ugly American. I'm tired of having the world panhandlers use my country as a whipping boy 365 days a year. I am a tired American -- weary of having American embassies and information centers stoned, burned, and sacked by mobs operating under orders from dictators who preach each peace and breed conflict....

A am a tired American -- choked up to here on this business of trying to intimidate our Government by placard, picket line, and sit-ins by the hordes of dirty unwashed who rush to man the barricades against the forces of law, order, and decency.

I am a tired American -- weary of the beatniks who say they should have the right to determine what laws of the land they are willing to obey.

I am a tired American -- fed up with the mobs of scabby-faced, long-haired youths and short-haired girls who claim they represent the "new wave" of America and who sneer at the old-fashioned virtues of honesty, integrity, and morality on which America grew to greatness.

I am a tired American -- weary unto death of having my tax dollars go to dictators who play both sides against the middle with threats of what will happen if we cut off the golden stream of dollars.

I am a tired American -- nauseated by the lazy-do-nothings who wouldn't take a job if you drove them to and from work in a Rolls Royce....

I am a tired American -- who is getting madder by the minute at the filth peddlers who have launched Americans in an obscenity race, who try to foist on us the belief that filth is an integral part of culture....

I am a tired American -- weary of the bearded bums who tramp the picket lines and the sit-ins -- who prefer Chinese Communism to capitalism -- who see no evil in Castro, but sneer at President Johnson as a threat to peace.

I am a tired American -- who has lost all patience with that civil rights group which is showing propaganda movies on college campuses from coast to coast -- movies denouncing the United States, movies made in Communist China.

I am a tired American -- who is angered by the self-righteous breathbeater critics of America, at home and abroad, who set impossible yardsticks for the United States, but who never apply the same standards to the French, the British, the Russians, the Chinese.

I am a tired American -- who resents the pimply-faced beatniks who try to represent Americans as the "bad guys on the black horses."

I am a tired American -- who is weary of some Negro leaders who, for shock purposes, scream four-letter words in church meetings.

I am a tired American -- sickened by the slack-jawed bigots who wrap themselves in bed sheets in the dead of night and roam the countryside looking for innocent victims.

I am a tired American -- who dislikes clergymen who have made a career out of integration causes, yet send their own children to private schools.

I am a tired American -- who resents those who try to peddle the belief in schools and colleges that capitalism is a dirty word and that free enterprise and private initiative are only synonyms for greed. They say they hate capitalism, but they are always right at the head of the line demanding their share of the American way of life.

I am a tired American -- who gets more than a little bit weary of the clique in our State Department which chooses to regard a policy of timidity as prudent -- the same group which subscribes to a "no-win" policy in Vietnam.

I am a tired American -- real tired of those who are trying to sell me the belief that America is not the greatest nation in all the world -- a generous-hearted nation -- a nation dedicated to the policy of trying to help the "have nots" achieve some of the good things that our system of free enterprise brought about.

I am an American -- who gets a lump in his throat when he hears the "Star Spangled Banner" and who holds back tears when he hears those chilling high notes of the brassy trumpet when Old Glory reaches the top of the flag pole.

I am a tired American -- who wants to start snapping at those phony "high priests" who want us to bow down and worship their false idols and who seek to destroy the belief that America is the land of the free and the home of the brave.

I am a tired American -- who thanks a merciful Lord that he was lucky to be born an American citizen -- a nation under God, with truly mercy and justice for all.

Comment

By Edward Martin

Is it possible that this is our country that Mr. McIntosh is discussing in his editorial? Without a doubt, it is, America, the greatest country in the world, is fast becoming the world-wide scapegoat.

Why has the United States declined so in the eyes of the world? The answer is simple: we, the majority of the American people, have become too complacent. We take our heritage, our government, our liberties -- everything we have, for granted. We are no longer willing to take an active part in American life.

We seem to be content to sit back and watch while the government, its laws, and its ideals, maturing since 1776, are undermined by the "new wave" intellectuals who find it "out" to be an American. Remember, these people will be called on to take charge of our country in the not-too-distant future.

This loud-voiced, but sincere sounding minority assures us that anything tagged "Civil Rights" is good -- and we agree. They try to tie down the nation's police forces while crime continues to flourish. They use free speech as an excuse for the teachings of professors who admit they are sympathetic to the communist cause -- the violent overthrow of the United States Government. We take it all in stride as if this minority were the spokesman for all Americans.

It is evident that Mr. McIntosh does not accept their leadership. There must be more tired Americans like him, or perhaps we are all being slowly lulled to sleep.

Marking Systems

By Bob Homestead

With the completion of exams, it is a typical sight to see a cadet figuring out his average over and over again to see whether or not he made the magical 2.0, 3.0, 3.5, or 4.0. Each of us has a goal that he is trying to achieve and therefore the type of marking system employed at the college is of great concern to all of us.

The system used at the Maritime College is one that is commonly found at many of the colleges across the country. It has been in use for many years and in the past seemed adequate enough. One of the primary complaints that has recently arisen is that it is too general. It tends to classify a point spread of ten points into one group. In other words, a student with a seventy average will receive the same grade as the student with a seventy nine average. Those in favor of the present system argue that an instructor will make adjustments so that a student who has worked diligently to earn a high average will receive a higher grade than the coaster with a low average in the point spread. This instance applies to students primarily in the C bracket, but also takes its toll in the B and A brackets. Opponents of the present system argue that with increased competition among college students for high honors on one side and increased competition to avoid the draft on the other side, a system that will give the student a more exact position is needed.

Many other marking systems have been proposed. They range from the straight numerical to revisions of the present honor point system. One program currently under study by many colleges is a modified version of the honor point system. In this new system half the points would be assigned to the upper and lower half of a ten point spread. For example, a seventy five in the proposed system would be equal to 2.5 rather than 2.0 honor.

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In A Class By Himself

By Merkel, H.H.

James J. Gully was graduated with honors from the Maritime College on Feb. 2, 1965. Mr. Gully entered the Maritime College six years ago, but left after completing a year and six months. After working for Circle Lines, in New York City, he returned and completed his graduation requirements in Feb. of this year. In a special ceremony held on Feb. 2, immediately after completion of his license examination, Cadet Gully was awarded his diploma by Admiral H.C. Moore.

Mr. Gully, son of Mr. and Mrs. James J. Gully of Rockaway Point, New York, is now employed by Gulf Oil Corp.

The Question Box

1. We all know the "price" of our education here at Port Schuyler. How many of us can say that we also know the "value" of it?
2. We all know the grades we receive for the courses we pursue. Are they a true indication of what we get out of the courses?
3. How strong is our sense of honor -- of personal integrity? Do we know what honor or personal integrity means?
4. How close are we as classmates -- as shipmates? Are we all individuals wrapped up in ourselves?
5. Do we benefit from help rendered to us or by us in our academic work outside of the class?
6. Do we benefit from help rendered to us or by us in our examinations or similar testing

whether done in or out of the class? Do we benefit in the long run?

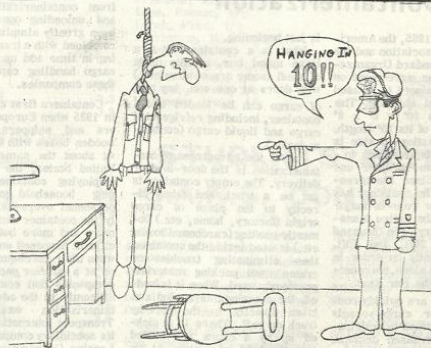
7. Have we lost any of our classmates, who should still be classmates, because they valued their honor, or perhaps because they were unable to receive the help others received, and as a consequence, fell to the bottom of the curve?

8. Do we have any classmates who would not be classmates now had we all been honest?

9. Would you want to serve under a dishonest skipper -- with a dishonest mate -- over a dishonest seaman?

10. Have you been honest with yourself in answering these questions? Why not try!

T. F. F. '67



New Staff steps in



ZAN RICKETSON
Editor

As of this issue of the Porthole, the class of 1968 takes over the task of publishing the school paper from the present Second Class. The new staff hopes to create more interest and participation from the cadet regiment.

Replacing Charlie Nolfo and Mike Shekkin as Editors-in-chief is Zan Ricketson. Zan is a marine transportation major who hails from Warrensburg, where he graduated from High School in 1964. Besides the Porthole, Zan's other interests here at Fort Schuyler are the band and the schooner command, on which he is the head cook. He plans on shipping out after graduation.

Ed Martin, a third class MAO cadet from Westwood, New Jersey, takes over as the new Managing Editor from Al Aymer. Ed has had quite a bit of writing experience on the yearbook and newspaper staffs of Westwood High School where he graduated in 1964. He is still undecided about his future, whether or not to ship out or pursue meteorology and oceanography.

The new Sports Editor is Ed Daszewski, who was raised in Brooklyn, but now resides in

East Meadow, Long Island, with his parents and five sisters. Ed is also active in the Newman Club and Glee Club. After graduation he would like to get into an Antarctic research program in meteorology, and perhaps go to Antarctica and "never come back."

Roland Parent has taken over the position as News and Features Editor. Rollie has lived in seven different states including New York, but now resides in Coral Gables, Florida, where he has lived for the past six years. At Fort Schuyler he is active in the Propeller Club, Newman Club, and on the Rowing team. After graduation he plans on shipping out at least until he gets his Masters license.

Following Joe Silva as the Marine Editor of the Porthole is Ed Van Loenen. Born and reared in Amsterdam, Holland, he moved to Bedford, New Jersey in 1956. Ed became a U.S. citizen in January of 1965. At Fort Schuyler he is a member of the Prop Club, Music and Reading Club, the Sailing Team and the Public Relations Club. Ed is very much interested in the Merchant Marine and plans to ship out.

The new Porthole photographer is Howard Merkel. He has had several years of experience as a photographer on his high school newspaper in Grinnell, Iowa, his hometown. He now lives at Middletown, Pa. When not occupied with his studies at Fort Schuyler, he is usually buring up the track in his Harley-Davidson, one of his favorite pastimes. He also plans to ship out after graduation.

Replacing Jim Hall as the personnel manager we have Lou Lortz, a native of Baltimore, Maryland. Lou, a Marine Transport major, is in the marching band and the dance band. He graduated from Calvert Hall College High School as a member of the class of '63, and after graduation plans to ship out.

The Staff Writers for the 1966 Porthole are Efrem Krisher 2/c, Bob Homestead and John Dickerson, 3/c, and Fourthclassmen F.S. Wamanaker, A.G. Gambacorta, D. J. Jason, D. Ebbert, S. Daugard, G. R. Gales, P. Lobo and R. D. Beza.

Taking over as circulation manager from George Ferranti we have Dan Tucker. Dan is a New Jersey farm boy but came to Maritime to pursue his interest



ED MARTIN
Managing Editor



MIKE PASCALE
Business



ROLLIE PARENT
News and Features



ED DASZEWSKI
Sports



LOU LORTZ
Personnel



EDWARD VAN LOENEN
Marine



GARY WOGLOM
Art



HOWARD MERKEL
Photography



Staff (front row, l. to r.) Homestead, Gales, Beza (back row, l. to r.) Huth, Jason, Lobo, Daugard.

Marine News

By Edward Van Loenen

Containerization

In September 1965, the American Standard Association and the International Standard Organization came to an agreement on the size of containers to be used for international shipping. The agreed size is 10' x 8' x 8' or any multiple of its 10' length. This standardization of size is an important step forward toward greater and greater use of containers. Since the agreement on size, the container has taken on a new role of major importance in the entire transportation industry. Ten thousand of the larger 20ft. and 40ft. units are presently on order in the United States alone, not counting Europe and the Far East.

Shipping lines are quickly converting regular cargo vessels into container ships in anticipation of the increased demand. New container ships are also being built, both in the U.S. and abroad. The era of the container

is just beginning.

What is a container? It is a large metal box, usually made of steel (some are of aluminum) with doors at one end. Any type of cargo can be loaded into a container, including refrigerated cargo and liquid cargo (container tanks.)

One of the advantages of containerization is the door-to-door delivery. The empty container is put on a truck and taken directly to the place of cargo origin (factory, home, etc.) Domestic packing (cardboard boxes, etc.) is used inside the container, thus eliminating troublesome crating and packing materials previously used. When it is loaded, the container is sealed and taken directly to the port by truck or rail. There it is picked up by a crane and loaded into the hold of a ship. At the destination port it is unloaded from the ship, placed on a truck

or rail car and taken directly to the point of destination where it is unpacked. In this operation pilferage has been virtually eliminated, there are substantial savings on packing costs, breakage has been reduced to a minimum because there is no rough handling of individual pieces of cargo, and due to these advantages, insurance rates have also gone down proportionately. Steamship lines and trucking and railroad companies also benefit from containerization. Loading and unloading operations have been greatly simplified, and this combined with a tremendous saving in time add up to increased cargo handling capabilities for these companies.

Containers first came into use in 1935 when European forwarders and shippers began using wooden boxes with steel frames. At about the same time in the United States, the army began employing containers for shipping household goods of army personnel overseas. Very slow more and more but nothing significant happened until the fifties when their development increased at a quicker pace. One of the companies that contributed significantly to the advance of containerization was Container Transport International, Inc. and its subsidiary company Container Leasing Corporation. The latter was set up in 1956 primarily for the purpose of leasing con-

tainers to steamship lines, forwarders, export-import companies, etc. and today they own one of the largest container fleets in the world which continues to grow every day. They are now developing special container railroad cars which they own and operate in a special agreement with the railroads in order to deliver better service at a lower price. Another pioneer in the container industry is a company called Sea Land. This company operates its own ships and trucks but bases its operation mainly on trucking. The truck pulls up alongside the ship with a loaded container, which is placed in one of the holds, the crane then takes a container from another hold and places it on the truck which delivers it. In six hours time, an entire ship was loaded and unloaded, 227 units of 35ft. in length. They are now operating only to Puerto Rico and the west coast but recently announced that they are going to start a similar service to Europe in June, with 227 unit ships. This announcement caused many of the steamship lines with regular service to Europe to get on the container bandwagon and now quite a few lines are offering similar container services.

Due to tremendous developments in airplane construction such as the C5 and other large cargo planes combined with con-

tainers which are being used extensively for air freight, this aspect of transportation is becoming a source of serious competition.

Mike's main interest at the present is his girl friend Sharon McKibben who is the reigning Campus Queen. Mike's plans for the future include shipping out and possibly flight school.

was co-editor and artist for his fraternity's newspaper, "The Pistol". Gary hopes to go into admiralty law after graduation.

(Continued on Page 8)

Marking Systems

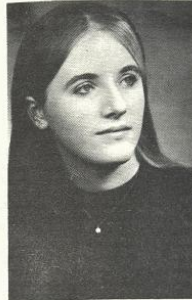
(Continued from Page 3)

points. This would bring the ten point spread down to five thus giving a more accurate evaluation of a student's work.

Another system currently used by some colleges is the straight numerical system. This system enables the student to know exactly where his academic standing is. This system would give a more just mark to those on the border line between two letter grades. For example, a student who gets a 78 in one subject and a 68 in another would receive a 73 or C average. On the other hand his average would be a D using the honor point system.

It is impossible to please everyone and unfortunately no one has yet devised a marking system that enables everyone to receive good grades. However, there are both students and teachers alike who feel that many present marking systems used by colleges in this country should be updated to meet the increased competition found in today's schools, and that the only way to do this is to revise or change present systems completely.

Campus Belles



Miss Jennifer Shippe

Miss Jennifer Shippe, a native of Ithaca, New York, is presently a senior at Linden Hall in Litzitz, Pennsylvania. Jennie is one of the main reasons that Cadet Pete Maxson, 3/c, has become known for his "Ithaca Express". Besides Pete, Jennie is interested in water skiing and sailing. She recently sailed with Pete in the national Sailfish Championships.

Anyone wishing to have their girl or sister become a Campus Belle, submit a picture to Cadet Parent 3/c in room B209.



Miss Joyce Eberwein

Miss Joyce Eberwein, a native of Baltimore, is presently Cadet Lou Lortz, 3/c. She lives in Towson, Maryland where she is a senior at Dulaney High School. This 5'6" blonde plays the guitar and sings folk music in her spare time. Among her future endeavors are attendance at either Madison College in Virginia or Wagner College on Staten Island, after which she would like to become a home economics teacher.

The last drop makes the glass run over, and the lass fall down.

Marriage has many pains, but celibacy has no pleasures.

Drunkness does not create vice; it merely brings it into view.

P.R. Notes

Company P-8 of the Pershing Rifles took part in the "Old Guard Ball" at the Hotel Commodore on January 29. The Trick Drill Team, led by Bob Flint, put on an exhibition during the intermission ceremonies and were very well received. Every member had a fun-filled evening, which will be long remembered.

On the 26th and the 27th of

Glee Club News

Several events have marked the Glee Club calendar since last September. On November 17, the Club gave a concert at the Naval Architects and Marine Engineers convention at the Waldorf-Astoria Hotel. Then in December, the Club joined with the Elizabeth Seton College Girls Choir to present the Christmas Concert. One performance was given at Elizabeth Seton and another was given at the Fort. Caught up in the Christmas spirit, the Club went carolling on Officer's Row and finished the evening at Admiral and Mrs. Moore's home for eggnog and sandwiches. As the first semester drew to close they sang for the men at King's Bridge Veterans Hospital in the Bronx.

As the new semester commences, the Glee Club, under the direction of Mr. Eugene Motz, has begun practicing for a concert to be given in the spring. It is anticipated that this concert will be given in conjunction with the Dance Band. The date will be published later.

Future plans for the Club include more concerts and a concentrated effort to increase the membership, which, this year, began with 40 voices, the most since the Club was first organized.

Band to take tour

Plans have recently been approved to send the Maritime College band on an upstate tour. The tour, 24-26 March, 1966, will be to the town of Warrensburg, New York, just north of Lake George.

This trip is aimed at three major goals:

1. Spreading the name of the College to more people and trying to interest qualified high school students in the Maritime Tradition.

2. To help the town of Warrensburg scholarship committee to raise funds for sending more students to college.

3. To give the band members an experience which they will remember for many years. Also, to set a precedent which will lead to other concerts in other areas.

Warrensburg is a small town with a population of about 6000. It is located in the entrance to the Adirondacks near the junction of the Schroon and Hudson rivers. These rivers, combined with its beautiful mountains and soft summers make the area around Warrensburg one of the most popular camping spots in the northeast. Perhaps even more alluring to the tourists are the brilliant colors of autumn, which are truly without equal.

During the fall of this year a town scholarship committee was formed to raise money to send more students to college, many of whom would not be able to afford it otherwise. Sponsoring the Maritime College Band is one of many projects they are planning for this year.

Arrangements were initiated through Cadets Rickerson of Warrensburg, and Tyler of Fort Edward.

Admiral's List

FALL SEMESTER - 1965-1966

CLASS OF 1966

Marine Engineering	
Charnews, D.P.	3.5
Ryan, J.J.	3.5
Marine Transportation	
Kuchinskas, B.J.	4.0
Seims, K.H.	3.9
Flint, R.J.	3.8
Szallai, J.A.	3.6
Van Brunt, D.G.	3.5

Nuclear Science	
Finger, G.F.	3.5
Rodgers, T.E.	3.5

CLASS OF 1967

Marine Engineering	
Bartkowiak, P.J.	3.7
Healy, J.J.	3.7
Vare, J.	3.6
Mognoni, R.P.	3.5

Marine Transportation	
Flynn, T.F.	3.5
Metzger, D.J.	3.5

Meteo & Ocean	
Forrest, B.T.	3.7

CLASS OF 1968

Marine Engineering	
Feldman, M.S.	3.5

Marine Transportation	
Hahn, C.D.	4.0
Smith, G.O.	3.8
Martin, E.G.	3.6
Klepper, J.C.	3.5

CLASS OF 1969

Marine Engineering	
Tietze, C.W.	3.5

Marine Transportation	
Winters, W.C.	3.6
Corso, R.H.	3.5

Dean's List

FALL SEMESTER - 1965-1966

CLASS OF 1966

Marine Engineering	
Auger, W.J.	3.4
Parrington, H.J.	3.3
James, A.W.	3.2
Treglia, V.A.	3.0
White, R.W.	3.0

Marine Transportation	
Gully, J.J.	3.4
Torns, W.G.	3.3
McLaughlin, W.J.	3.2
Brandes, B.A.	3.1
Braun, H.E.	3.1
Cornaghton, M.R.	3.1
Fisher, J.E.	3.1
Malcolm, K.F.	3.1

Nuclear Science	
Crawford, T.M.	3.1
Quay, T.R.	3.1

Meteo & Ocean	
Bishop, J.M.	3.4
Lockwood, M.	3.3
Allen, T.E.	3.2

CLASS OF 1967

Marine Engineering	
George, J.	3.4
Robinson, E.M.	3.4
Ward, J.P.	3.3
Allen, T.W.	3.2
Ford, G.M.	3.2
Lisdell, R.J.	3.1
Saleeby, R.G.	3.0
Campbell, J.A.	3.0
Cinelli, T.G.	3.0
Connors, T.G.	3.0
Cropper, E.H.	3.0

Marine Transportation	
Daley, R.E.	3.4

Sheklin, M.A.	3.4
Hervey, R.E.	3.2
Mangels, J.E.	3.2
Egan, J.J.	3.1
Johnson, R.J.	3.1
Seybold, J.F.	3.1

Nuclear Science	
Youngren, C.C.	3.3
Kogut, H.	3.1
Probst, H.R.	3.1

Meteo & Ocean	
Smeek, W.H.	3.3
Pepe, D.F.	3.2
Aymer, A.L.	3.1
Turner, L.R.	3.1

CLASS OF 1968

Marine Engineering	
Kurz, R.J.	3.4
Gustafson, B.H.	3.3
Ferrero, J.	3.2
Reddan, W.G.	3.2
Franzik, V.S.	3.1
Roy, J.O.	3.1
Sabatano, F.	3.1
Halloran, B.O.	3.0
Lorch, F.A.	3.0
Berenis, J.S.	3.0

Marine Transportation	
Gilligan, J.P.	3.4
Hilton, J.V.	3.4
Dooley, A.L.	3.2
Kobyliack, W.	3.2
Antweiler, J.L.	3.1
Nolan, P.A.	3.1
DiSalvo, D.C.	3.0

CLASS OF 1969

Marine Engineering	
Stengel, R.J.	3.4
Altomos, E.A.	3.3
Trimballo, W.R.	3.2
Gales, G.R.	3.1
Kish, S.C.	3.1
Malzone, C.F.	3.1
Sanacore, R.	3.1

Marine Transportation	
Osborne, R.	3.4
Serich, P.F.	3.3
Tushy, J.O.	3.3
Abrams, G.W.	3.2
Flori, A.N.	3.2
Nathanson, I.D.	3.2
Cowan, F.R.	3.1
Breves, D.A.	3.1
Johnston, R.E.	3.1
Lobo, P.E.	3.1
Regaluto, E.	3.1
Talmage, J.E.	3.1
Wanamaker, F.S.	3.1
Yerian, R.T.	3.0

Scholarship Winners

The following cadets have been named scholarship winners for the academic year 1965-66

Name of Cadet	Scholarship Award
Flynn, Thomas F., 2/c	Marine Square Club
Kurz, Richard, 3/c	Marine Square Club
Metzger, Donald, 2/c	Marine Square Club
Ryan, John J., 1/c	Marine Square Club
Dooley, Austin, 3/c	Tode Foundation
Ferrero, John, 3/c	Tode Foundation
Krips, John, 1/c	VanderClute Scholarship
Cotter, William, 3/c	Rudder Club
Dunford, William, 3/c	Rudder Club
Egan, John, 2/c	Rudder Club
Fristachi, Mario, 1/c	Rudder Club
Lane, Robert, 1/c	Rudder Club
Lorch, Fred, 3/c	Rudder Club
Parrington, Howard, 1/c	Rudder Club
Thomas, Jeffrey, 3/c	Rudder Club
Hefferen, Michael, 1/c	Rudder Club
Loceiza, Joseph, 1/c	Dexter Fellow Tent
McCary, Kevin, 2/c	Dexter Fellow Tent
Nathanson, Irwin, 4/c	Dexter Fellow Tent

STUDENTS ATTEND S.A.N.S. CONVENTION

On November 13, two representatives of the Student American Nuclear Society, Richard Bauer, 2/c and Paul Fribis, 1/c attended a meeting in Jersey City of similarly oriented students from other schools.

The guest speaker was from the Scientific Communications Advancement Division of the Bell Telephone Co. He told of the progress in communications be-

Ring Committee takes tour

The Third Class Ring Committee was treated to a three day visit and tour of the Balfour Jewelry Company at Attaborough, Mass. to watch the actual process of ring making. The members of the committee, consisting of Al Conners, Tim Leitzell, John Ferrero, Dan Tucker, Fred Rapetti and Bob Shady, departed on Tuesday afternoon, February 8, along with two of the company's salesmen. When they finally arrived, the committeemen were taken to the Balfour House, a company-owned hotel used exclusively for purposes such as this, and soon thereafter went out for a "night on the town."

Wednesday morning found the committee up bright and early, eager for their factory tour. While at the factory, they saw the manufacturing of rings, from the initial melting of gold to the stonemitting and final finishing. Later on that day, they attended a conference with the chief designer, his associate, and the two salesmen. They finalized the Class of '68 ring design and discussed a design for the '68 crest pin. As soon as this meeting ended, the Maritime sextet decided to look over the countryside and get the lay of the land. While exploring this New England area, they came upon Wheaton College for Women, where they made their presence known to the 1150 girls in attendance there.

The following morning, the The group had a final discussion with their salesmen. At the conclusion of this meeting, they expressed their gratitude to all who helped make their trip enjoyable and finally returned to Schuyler that afternoon.

The meeting was followed by a delicious dinner and dessert. Among the other guests were instructors from the Science Department of Jersey City State College.

Tankmen Make It Four In A Row

Stony Brook Beaten 71-22

Saturday afternoon the Maritime swimming team stroked to its fourth straight victory after its loss to St. John's. This victory secured coach Larson's hopes for a 500 season. As of now, the team has a record of five and four. The next and final meet of the season will be against Adelphi University on March 1, 1966 here at the Maritime College.

The first half of Saturday's meet saw Lance Orton, 4/c, win the 200-yard free style in 2:07.7, capping the school record. Joe Ward, 2/c, won the 50-yard free style and Clay Beall, 4/c, finished first 200-yard individual medley.

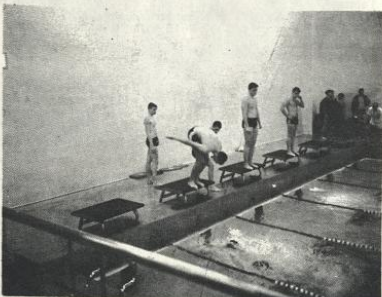
In the one-meter diving, Ed Ratigan, 2/c, scored an average of 50.7 (3 judges). In the previous meet against Brooklyn Poly, Ed scored a remarkable 58.2, breaking our pool and school record.

Ray Miles, 3/c, led off the second half of swimming by winning the 200-yard butterfly, Clay Beall won the 200-yard backstroke and then Lance Orton, with renewed vigor, lanced the Stony Brook pool record and broke the old Maritime school record in the 500-yard free style by four seconds. He swam the 500 in 5:56.4 Following this event, Pat McGuire, 3/c, broke another school record by winning the 200-yard breaststroke in 2:58.4.

As a result of the great team effort and individual times in the Brooklyn Poly meet, nearly all the swimmers in that meet qualified for entry in the Brooklyn Poly Invationals to be held on February 27. Listed below are the men and their qualifying events.

Name	Event
John Ryan, 1c; Joe Ward, 2/c	100 yd. Freestyle
Richard Ryan, 3/c	200 yd. Freestyle
Lance Orton, 4/c, John Klepper, 3/c	200 yd. Freestyle
Joe Ward	50 yd. Freestyle
Ed Ratigan, 2/c; Hank Scully, 3/c	Diving
Ray Miles, John Ryan	200 yd. Butterfly
Clay Beall	200 yd. Backstroke
Pat McGuire, 3/c	200 yd. Breaststroke
Gino Nyerges, 1/c	200 yd. Individual Medley

Coach Larson expects these men to do well in their events. But before this meet, the team as a whole must swim the Metropolitan Championships on the 24th through 26th of February. Coach Larson feels the team will do fairly well in this event which brings together the top competition in the area.



Anchorman Lance Orton starts last leg of 400 yd Free-Relay against Brooklyn College.



Austin Dooley scores takedown against his opponent.

By The Lee

Since our last printing the sailing squadron has had a change in leadership. Commander J. J. Keim has replaced Commander Clark as faculty advisor and coach. It is believed that, working with the new officers, he will bring more activity and greater success to Maritime's pier. Officers for 1966 have been selected. Relieving Dave Chamberlain 1/c as Commodore will be Pete Buemi, 2/c, John Luard 3/c, is the new Vice-Commodore and secretary; Marc Goldsmith 3/c, is the Rear Commodore; Bob Homestead 3/c is race committee chairman; Dave Leech is Treasurer; and the new Harbor Master is Jerry Smeek, 3/c. A new Launch Captain was not decided upon.

Looking forward into the spring season, it has been decided that more emphasis will be placed on dinghy sailing. Due to our fall results we were placed eleventh out of thirty-five Middle Atlantic sailing teams. We are disappointed with this and feel with more practice we can rise to this or fourth during the spring. In 1964 the sailing team finished second.

Participating in the new advanced dinghy racing program will be Larry Ames, 4/c, Luard, Buemi, and past-Commodore Chamberlain. All these men are seasoned skippers and two are ranked among MAISA's top fifty skippers. (Ames tenth, Luard twentieth). Phil Boardman, 2/c, Frank Flintz, 2/c, 'Doc' Jones, 4/c, and Hugh Straub, 4/c, should make intra-squad racing more competitive than in recent years.

The outfitting and racing of the Shields sloops will again left to the individual skippers. Presently they are: 'Barbara' - Lou Sirols, 2/c, 'Rebel' - Luard, 'Dainty' - Bob Goldman, 2/c, 'Virginia' - Bob Homestead, 3/c and Greg Brooks, 3/c, 'Patience' Jerry Smeek, 2/c.

'65 Series Film Show Here!

Last Thursday night Mr. Ray Garland, as guest of the Athletic Dept., showed the film highlights of the nineteen sixty-five World Series in color. Mr. Garland is supervisor of the St. Louis Cardinals baseball team scouts and for this season will be a familiar figure around Schuyler this spring.

Before showing the film, Mr. Garland was introduced by cadet Tom Allen, 1/c, and asked to answer any questions pertaining to pro baseball that the audience might have. Whether international or not, this question and answer session became the highlight of the evening. Naturally the first among the queries was how Mr. Garland felt about the recent Mets - Cardinals deal. He commented that Al Jackson was good material and would help the Cards' weakened pitching staff. As for Ken Boyer, Mr. Garland said that he would be a great help to the Mets' infield. A question fired by an avid sports analyst concerning Curt Flood, the Cards' first sackler of yesteryear, put Mr. Garland on the defensive. He argued in favor of their redevelopment program and emphasized the fact that most star players declined rapidly after their prime.

The film of the Series, which Mr. Garland brought with him, showed the key hits and plays of both the Dodgers and the Twins including slow-motion shots of close plays and the game-saving catches by Bob Allison and Jim Gilliam.

All in all, it was a most interesting evening; and those cadets on hand really appreciated it. Coach Max Twomey made the whole show possible.

WRESTLERS UNDEFEATED

FAIRLEIGH DICKENSON

BEATEN 32-8

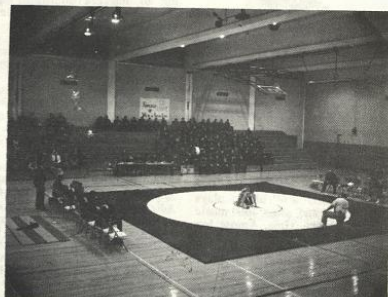
By Ed Daszewski

Tuesday night at least one hundred-fifty cadets saw the Maritime wrestling team beat previously undefeated Fairleigh Dickinson University 32-8. Following relatively easy victories over N.Y.U., Drew, and Brooklyn Poly, the 'privaters' faced tough competition in the 130,137,160, 167 and 177 weight classes.

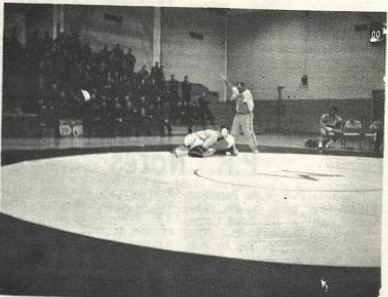
Starting off, Fairleigh Dickinson forfeited the 123 lb. class. Then Chip Chappel, 4/c, met his opponent in the 130 lb. class. A tough match followed with the crowd roaring at every key move. However, his foe proved to be too good; Chip lost the decision, 8-2. Joe Smith, 4/c, was next in the 137 lb. class. A tough match it was; Joe just lost the match, 6-4. At this point we were down by six points to five. Then Fairleigh Dickinson forfeited the 145 and 152 pound weight classes. Although we were leading in the team point scoring, it was now up to Austin Dooley, 3/c, and Tom Flynn, 2/c to essentially even the match. Austin took to the mat as the crowd roared and urged him on. At about 3:25, Dooley took his man down. Fifteen seconds later, at 3:40, he made the pin. The crowd went wild and roared in approval. Then Tom Flynn, wrestling at 167, entered the mat circle. An exuberant crowd urged Tom on to the takedown. At 1:16 the house fell in again as Tom made the pin. Next, Tom Allen, 1/c wrestled in the 177 lb. class. Both men tired quickly and the match ended in a draw.

Thus Coach Sciacchitano and his men finished the regular season in amazing form, going undefeated in nine meets. On Friday, 25 February, the team enters the Metropolitan Championships at Rutherford New Jersey. About three bus-loads of cadets are expected to cheer the squad. Coming up next issue will be a wrap-up on the Met tournament and the outlook for next season which promises a few surprises. Listed below is the final individual scoring record.

Wt.	Name	Cl.	Res.	Team Pts.
123	Earl Stuart	2/c	5-0	25 pts.
137-152	Jay Bolton	2/c	6-0	30 pts.
145	Danny Dever	4/c	7-0	35 pts.
147	Rowan Osborne	4/c	7-0	33 pts.
167	Tom Flynn	2/c	8-0	38 pts.
177	Tom Allen	1/c	5-0-2	30 pts.
130	Chip Chappel	4/c	5-1	25 pts.
130	Jeff Thomas	3/c	1-0	5 pts.
137	Joe Smith	4/c	5-1	21 pts.
160	Austin Dooley	3/c	4-0	20 pts.
137	Glen Germaine	2/c	1-1	5 pts.
123	John Ferrero	3/c	2-0	8 pts.



Cadets wait for 'advantage' move by Chip Chappel in meet with Fairleigh Dickinson.



Tom Flynn scores T.D., he later pinned his man.

Oarsmen Stand By Their Oars

By I. D. Nathanson

With Spring rapidly approaching and the white blanket of winter fast disappearing, the Maritime College Rowing Team once again begins its pre-season workout.

Because a considerable amount of strength and stamina are required for this sport, the team begins training in mid February to build up the team's physical strength. Every afternoon the team works out under the guidance of Coach Matt Twomey. At the recent meeting, forty cadets signed up for the season, were introduced to the team and shown two films of past pulling-boat races in which our college had competed. This group will be divided into three divisions for the afternoon workouts. While one group is busy with track work (eventually building up to two miles), another will be using the apparatus while the third will be undergoing rigorous calisthenics.

About the first of March the crews will take to the boats at 6530 each morning! The afternoon workouts will, in addition, be continued.

The team consists of four boats, with a crew of nine each. Steve Gorge 2/c, Dave Van Brunt 1/c and co - Captains Bill McLaughlin and Butch Kuchinshas

1/c have been chosen as coxwains. Tommy Allen will take the helm team Captain under the guidance of the faculty advisor, Professor William H. Sembler. The workouts will continue in full strength until the big meet—the International Pulling Boat Race in Washington D.C., 22 May. Three other local meets are scheduled: On Thursday, 7 April, the Maritime Oarsmen will compete against the crew of the Norwegian American Line's "Bergensjord" at Kings Point. Tuesday, 29 April, will find our team pulling against Kings Point and the crews from the "Bergensjord" and "Oslofjord", both of Norwegian - American. The final meet of the trio will be against Kings Point and the crew of the "Bergensjord" on Tuesday, 10 May.

In addition to the scheduled meets, five are usually contested in the European circuit during our summer cruise. In past performances, we have defeated such formidable foes as the Norwegian Navy!

At last year's Regatta, with Kings Point, Maine Maritime, Massachusetts Maritime, and Fort Schuyler all competing, our team totaled six wins and four losses for the season.

Parry and Riposte

By I. D. Nathanson

After an interlude of a few weeks, the Maritime College fencing team once again came to grips against a formidable foe—Fordham. The meet was held on Tuesday night, 22 Feb., and even though a wrestling meet was held at the same time and place, a large number of cadets and officers turned out to cheer our team on. Anyone on any team knows how important it is to have the backing of the Regiment because it really does build up the morale.

As it turned out, we defeated Fordham by a score of 15-12. The match was very close. Leading our team were Epee fencer Werner and Foil fencer Sierra. The actual scorecard for the 27 individual bouts in the match looks as follows:

	Home	Visitors
S	2	7
F	5	4
E	8	1
Total score: 15-12		



'TOUCHE' -- Rich Stock faces opponent at Tuesday's match with Fordham.

GRUMMAN GOES TO SEA WITH PICCARD

A spokesman for the Bethpage aircraft firm, which employs nearly 30,000 persons, declined to predict the effects of Piccard's five-year agreement with Grumman. He also would not say how much the contract cost the

company. "We do not want to give out too much information to our competitors about our activities," he said.

Piccard's first project will be to design a 100-ton mesoscaph,

Ski Reports

(Ski reports received directly from area operators.)

VERMONT

Killington (Sherburne) — 26-37 packed powder, all areas and trails open.

Mad River Glen (Waitsfield) — 15-42 frozen granular base, 1 new. Good.

Mt. Ascutney (Windsor) — 6-12 packed powder, lower trails and slopes. 10-15 packed powder frozen granular surface upper trails.

Stowe — 26-48 packed powder. A few worn spots on heavy traffic turns. Good to excellent with best skiing in protected areas.

MASSACHUSETTS

Buttrick Basin (Great Barrington) — 10-28 base, 4 machine made. Chair lift to mid station good, T-bar excellent.

CONNECTICUT

Mohawk Mt. (Cornwall) — 5-25 packed powder, good upper and lower on machine made. Both chairs operating.

NEW JERSEY

Great Gorge (McAfee) — 20-30 base, 6 machine made. Good to excellent.

NEW YORK

Belleaire (Pine Hill) — 4-15 inch base packed powder surface. Novice area good. Upper mountain fair to good.

Davos (Woodbridge) — 12-30, good. Fahnestock (Carmel) — 26-40, good.

Gore Mt. State Area (North Creek) — 8-20 base, all lifts operating. Fair east, good north.

Hunter Mt. (Hunter) — 4-30 packed base, all facilities open. Good.

Scotch Valley (Stamford) — 8-20, excellent.

Silvermine (Bear Mt.) — 30-40, 2 machine made, good.

Sterling Forest (Tuxedo) — 32-40, 2 machine made, good.

Whiteface Mt. (Wilmington) — 10-35, good.

Windham (Windham) — 10-30, good to excellent.

Stony Point — 21-25 base, all open. Good.

NEW HAMPSHIRE

Canaan Mt. (Franconia) — Packed powder over frozen granular 5-15 lower, 5-30 upper. Fair to good lower, upper closed.

Mt. Cranmore (N. Conway) — 8-27 granular surface. Good. All lifts open.

Mt. Sunapee (Newbury) — Packed powder over frozen granular, 4-20, upper fair, lower good to excellent. All lifts operating.

Wildcat Mt. (Pinkham Notch) — 7-27 granular surface. All trails, slopes and lifts open. Good.

and underwater craft in which to roam the medium depths of the seas. He hopes Grumman will start to build it within three months.

The proposed mesoscaph will not be able to go as deep as Trieste, but it will be able to stay submerged for several weeks and will be more maneuverable, Piccard said yesterday in a phone interview from his Lausanne, Switzerland, laboratory. He said Grumman expects to complete the mesoscaph in a year, after which he and a crew of scientists will drift in the underwater craft with the Gulf Stream from Florida to Nova Scotia. His activities during the remaining years of the contract will depend on his findings on the trip, he said. Piccard said that what Grumman pays him will depend on what he produces.

Neither the Grumman company nor Piccard appeared concerned about making some discoveries. Lee Geyer, of the firm's advance program staff, to which the firm gives all the credit for originating the idea of the Piccard underwater contract, said: "Obviously, we are looking in this area of inner space for commercial returns. I do feel the results will be commercial rather than military." He said his company will want to explore every possible thing about the sea, such as water temperatures, currents, and salt content. The sea promises opportunities as vast as outer space, he said, and Grumman wants to be in on the ocean floor when it begins to pay off.

HOOPSTERS DEFEAT QUEENS

By John Wagner

The Regiment watched a close game on Monday night, as the Privateers defeated Queens College by a score of 61-59. Maritime had control in the first half, and kept a good lead over Queens College. The Queens players caught their wind in the second half, and moved up. With nine minutes left, Queens College was trailing at 43-51. During the next five minutes, they scored 12 points, tying the game at 51-51, and then bringing the score in their favor 55-51.

The cadet spectators went out of control as the Privateers scored the crucial points that won the game in the few remaining minutes.

Our half time lead of 37-27 was made possible largely by Mike Cooper's 13 points and Ken Seim's 12 points during the first period. Cooper managed 10 points in the second half to make him the high scorer with 23.

Seims scored five more points, giving him a total of 17 points for the game. Ralph Fruehauf had 10 points to his credit.

MARITIME			QUEENS COLLEGE		
G	F	P	G	F	P
Cooper	8	7	23	Safran	1
Fisher	1	1	3	Rosenberg	7
Fruehauf	3	4	10	Stein	2
Seims	8	1	17	Czuba	1
De Veau	0	0	0	Zolot	3
Bryar	1	2	4	Beinhart	4
Gilligan	-	-	-	Thaler	2
Tamer	0	0	0	Rintel	-
Fraser	-	-	-	Chaloupka	-
Hickey	2	0	4		
Brooks	-	-	-		
23 15 61			20 19 59		

Spring Sailing Schedule Announced

- April 2-3 MAISA Monotype Eliminations - Army, Hobart Cornell, Marist, Maritime and Rutgers. At Army
- April 9-10 MAISA Freshman Eliminations - Army, Columbia, Cooper Union, Fordham, Marist and Maritime. At Army
- April 16-17 Tentative Shields Meet - Maritime, Kings Point, Rutgers, Navy, Webb, Marist, Stevens and Bucknell. At Maritime
- April 23-24 MAISA Spring Championship Eliminations - Kings Point, Columbia, Maritime, Queens, Rutgers, Webb and Monmouth. At Kings Point
- April 23-24 Yawl Team Racing - Navy, Maritime, Kings Point, Coast Guard. At Navy
- April 30 - May 1 NEISA Small College Invitational Friis Trophy - Maritime representing MAISA At Tufts
- May 7-8 MAISA Spring Championships America Trophy - Fifteen qualifiers from eliminations At Navy
- May 7-8 Tentative Shields Boat Regatta - Kings Point, Maritime, Stevens, Rutgers, Webb, Cooper Union. At Kings Point
- May 14-15 MAISA Spring Monotype Championships - Twenty-one from eliminations. At Navy
- May 14 Faculty Advisors Regatta At Army

SAFE STAIRS AT LAST



Recently work began on replacing the dangerously worn out stair coverings on the ladderwells in VanderClute Hall. The old rubber coverings are being replaced by a better and safer more skid resistant metal-grid surface. They are of the type used on the ladderwells in the

T.S. Empire State IV. This long awaited improvement will greatly enhance the appearance of the dormitory area. Due to Captain Spring's untiring efforts the ladderwells of VanderClute Hall will no longer be a hazard to the safety of cadets.

DRAFT REPORT

(Continued from Page 1)

allow the use of cumulative averages.

9. The first aptitude examinations have been tentatively scheduled to be given on May 14 and 21. Another examination will be given in June 1966 for those students who were not able to take one of the first examinations. It has been tentatively decided also to hold the New York City examinations at New York University or Hunter College. The Princeton Educational Testing Service, a testing organization in Chicago and International Business Machines have submitted bids to the Selective Service System to administer the examinations. The contract has not yet been awarded.

10. In order to be allowed to enter graduate school, a man must meet the following requirements:

a. He must have attained a grade of at least 80 in the aptitude examination or he must have been in the upper one quarter of his senior class in undergraduate school.

b. He must commence his graduate program not later than the September immediately following the completion of his undergraduate education.

Work for a master's degree must usually be completed within two years of the date of receipt of the bachelor's degree; and a maximum of three additional years-five in all-will be allowed for the completion of all requirements for a doctorate. However, renewals of the students deferment must be sought annually, with supporting evidence from the institution of learning that the registrant has maintained scholastic standards that will enable him to earn his degree within the time limit specified.

11. **Late Item:** The Director of Selective Service announced on February 15 that students who wish to take the first Selective Service aptitude test must register with their Local Boards for the examination by April 23. Further details and instructions will be sent to the colleges in the near future.

REPORT OF MEETING OF PROF. SEMBLER

with
COLONEL AKST and
LT. COL. ALPERT
11 February 1966

L. All previous Selective Service operations bulletins and directives concerning the maritime

colleges and academies have been rescinded. The regulations applicable to these schools are contained in Operations Bulletin No. 267 issued on December 29, 1964.

2. Cadets at the United States Merchant Marine Academy, commencing with the class that entered the Academy in September 1964, were appointed midshipmen in the U.S. Naval Reserve on December 7, 1964. Each subsequent class will be similarly appointed in the Naval Reserve. These students are placed by their Local Boards in Class I-D as members of the reserve and are not classified as students.

3. The state maritime academies will continue to certify their cadets on the Student Certificate (SSS Form 109) for consideration for classification in Class II-S. No additional special deferments or exemptions for the state academies are contemplated at the present time. This means that cadets at the state maritime academies must conform to the requirements set forth for students in all other colleges to qualify for deferment in Class II-S.

4. Seagoing graduates of the New York State Maritime College who do not receive Naval Reserve commissions and whose draft boards are in New York City will be able to obtain occupational deferments (Class II-A) from their Local Boards if they apply for them. In order to obtain such a deferment, the applicant must be employed as a licensed deck aboard ship and must submit two letters; one from the steamship company stating that the officer's services are critically needed and requesting that he be deferred and the other from the master certifying as to the character of his service. If the Local Board refuses to grant a deferment, the graduate should notify the Maritime College. If the College advises Colonel Alpert of the problem, Colonel Alpert will telephone the board. If the board still refuses the deferment, the applicant should appeal and the deferment will be granted by the Appeal Board.

It must be emphasized that the foregoing procedure applies at present only to the draft boards of New York City. Occupational deferments are given for only one year, moreover, and renewals must be requested annually.

CONTAINERIZATION

(Continued from Page 4)

tion for the merchant fleet. The army has also advanced rapidly in container usage and owns a large fleet for shipping household goods and ammunition and supplies. Containers are presently being used in Vietnam as field installations for storage, etc.

The navy is using containers to a limited extent and is still investigating the possibilities of using containers to meet their particular transportation needs.

There are also many problems connected with containerization, such as lack of agreement on a satisfactory steamship rate and the inability of many ports to handle large containers efficiently. Since a Sea Land type of operation reduces a longshoreman crew to a minimum, labor unions present another problem. This is overcome in an agreement whereby the shipping line pays a "fine" for using containers to the union who put the money in retirement funds and other benefits for the longshoreman.

Although containerization is still in its infancy at the present time, it is developing at a much quicker pace than ever before. It is so important to the whole transportation system in general that it will also have an important economic influence.



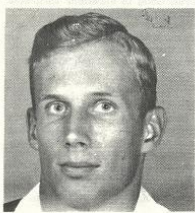
FOREIGN AID BOONDOGLERES—Rep. Henry Reuss (D-Wis.) disclosed that the United States is paying foreign scientists \$70 million to conduct research into such projects as the smells of ocean fish and the perspiration problems of Australian aborigines. In advocating cutting support he said, "Not one dollar of federal research money should be spent abroad unless very exceptional justification can be offered."

Lyndon describes America's condition as an "economic miracle." It's a miracle if, after paying taxes, we have any money left.

ALL BALD?

The man of tomorrow will have no hair at all, according to a Brown University biologist. . . . Man is the least hairy of all mammals and is getting more hairless with time. . . . Bald men are thus the wave of the future. . .

John Cummings was recently appointed Export Sales Manager at Veeco Instruments Inc., Terminal Drive, Plainview. Mr. Cummings has been with Veeco one year. He received a B.S. in Marine Engineering from N.Y.S. Maritime College and a Masters in Business Administration from Columbia University. He currently resides in Northport, Long Island and Manhattan.



Ensign Theodore Wyzowski, of N.Y.C., has been promoted to Lieutenant (j.g.) in the commissioned corps. He is assigned to the oceanographic survey ship Surveyor of ESSA's Coast and Geodetic Survey. The ship conducts surveys for charting and oceanographic studies in the North Pacific. The 3150-ton ship is based at Seattle, Wash. Wyzowski was commissioned an Ensign in 1964, following graduation from S.U.M.C. with a B.S. in meteorology. He is the son of Mrs. Isabelle Strom, 3 Rue Didot, Paris XIV, France. He was born in N.Y.C.



Ensign Vincent Tabbone, 24, of Deer Park, L.I., has been promoted to Lieutenant (j.g.) in the commissioned corps of ESSA. Tabbone has been serving on the ocean survey ship Pioneer of ESSA's Coast and Geodetic Survey. The 2600-ton vessel, based at Oakland, Calif., has conducted deep sea oceanographic research in the North Pacific. Tabbone is the son of Mrs. Gina Tabbone of 28 Smith St., Deer Park. He was born in Imperia, Italy, and received a B.S. in meteorology in 1964 from the S.U.M.C. He was commissioned an Ensign that year after training at the ESSA Atlantic Marine Center, Norfolk, Virginia.

SURVEY

(Continued from Page 1)

sailing.)

"While I would have preferred to continue sailing the receipt of my preinduction physical notice from my draft board made it necessary for me to join the service. Provisions should be made for deferment to persons actually sailing on their license. (1963 graduate with 10 months sea duty who is now in the armed service.)

"Many recent graduates are sailing without commissions in the Navy. I think that if the Maritime Administration could obtain commissions for those who agree to fulfill the requirements they could keep those people who are now taking draft deferred jobs ashore at sea using their licenses. (1965 graduate presently sailing with six months at sea.)



Ensign William T. McMullen, 22, of the Bronx, has been promoted to Lieutenant (j.g.) in the commissioned corps. McMullen is serving aboard the hydrographic survey ship Hydrographer of ESSA's Coast and Geodetic Survey. The 1106-ton vessel is based at St. Petersburg, Fla., and carries a normal complement of 18 officers and 48 crew. McMullen was commissioned Ensign in 1964 following graduation from S.U.M.C. with a B.S. in meteorology. He is the son of Mrs. Caroline McMullen, of 44 Metropolitan Oval, the Bronx.



Ensign Charles R. McIntyre, 23, of Nanuet, has been promoted to Lieutenant (j.g.) in the commissioned corps. He has been assigned to the Patton, a Hydrographic survey vessel of the Coast and Geodetic Survey, ESSA. The 150-ton ship is based at Seattle, Wash. McIntyre was commissioned an Ensign in 1964 following his graduation from S.U.M.C. with a B.S. in meteorology. He is the son of Mr. and Mrs. Charles W. McIntyre of Pasack Rd., Nanuet. He was born in Nyack.

The ESSA commissioned corps is one of the seven uniformed services in the federal government, the others being the Army, Navy, Air Force, Marine Corps, Coast Guard and Public Health Service. Last July 13 the commissioned corps was transferred from the Coast and Geodetic Survey to ESSA, a new Commerce Dept. bureau formed by the amalgamation of the C & GS, the Weather Bureau, and the Central Radio Propagation Laboratory to cope with man's environmental problems.

Most of the commissioned officers serve with the Coast and Geodetic Survey, whose "white

fleet" of 14 ships surveys coastal waters for underwater hazards to navigation, makes gravity and magnetic measurements, conducts tidal and tidal current surveys, and engages in deep sea oceanographic research.

Bible Study Club

By BRUCE ABUGEL

In this chaotic world, upheavals are constantly taking place. World leaders are changing, and empires are always on the rise, or falling down. We all meet new friends, acquire new interests, etc., only to have them changed later.

We live now only to die tomorrow. With all these uncertainties around us there seems little we can look to as solid and lasting in this world.

There is, however, one thing that remains constant and true through all the ages, for "The grass withereth and the flowers fade, but the word of God endureth forever." (1 Peter, 2:23-24) Most great men in history have made reference to, or even direct quotes from the Bible in their most famous speeches. Lincoln's "House Divided" speech was referring to the Gospels, and our Declaration of Independence was inspired in part by the Bible.

Realizing the worth of God's word, the Bible Study Club delves into it weekly, studying the historic, literary, and of course the spiritual aspects of it.

The group is inter-denominational as members of all religious clubs are usually in attendance, and join in the group's discussion. With this freedom from denominationalism, discussions with diverse and interesting views on topics result. Therefore the club offers a chance for cadets to learn how someone else feels about things he had held to be true all of his life, as well as a chance to get into, and study, the always meaningful and authoritative word of God.

Aside from having regular meetings at 1900 on Fridays in the Chapel, the club plans activities with other religious groups in the city and on Long Island. Guests are also brought to speak to members of the club, as well as anyone else interested.

Last year a head hunter from New Guinea was among our guests. He told us about his first encounter with the Bible. This year Conrad Jensen (Deputy Inspector, N.Y.C. Police Dept., Ret.) and Bobby Richardson are among those speaking to the club.

Recently a butterfly fish netted off *Dar es Salaam* has astounded East African Moslems. . . . The markings on the fish's tail are clearly readable in the Arabic alphabet as the Moslem prayer, "Allah ilallah" which means "There is no God but God. . . . In Tellicherry, India, postmark cancellations bear the wording, "Correct Addressing: What a Blessing! Saves Us Guessing". . .

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