

# PORTHOLE



Volume 17 Number 6

PORTHOLE

26 MARCH 1966

## Lt. Nolan to Replace Cdr. Clark



Admiral Moore Swears in Lt. Nolan

The new executive officer of the training ship will be Mr. Gerald J. Nolan who has been serving the college as assistant dean of students since 1964. Mr. Nolan takes over the new job with an outstanding set of credentials. He brings to it a wealth and variety of experience that few persons could match.

He is a graduate of Maritimes and a veteran of three cadet cruises. He has been on the training ship as a watch officer as part of his assistant dean's duties. At a professional level, he sailed for Farrell Lines and in six years time he achieved the rank of Master. His military experience includes service in the Navy from 1957 to 1959. With Farrell Lines, he sailed on the South African run as third and second mate of cargo vessels before he achieved the rank of officer and chief master. As a naval officer he served aboard refrigerator cargo vessels as first navigator and lieutenant. He assumed his duties in the Dean's office in November, 1964, when he replaced Commander Joseph Keim, who had transferred to the teaching staff in the Marine Transportation Department.

Mr. Nolan got his Marine Transportation degree with the class of '56. While at the College he was a member of the Captain's List, Propeller Club, Newman Club, SNAME, and news editor of the Porthole. In his spare time, he managed to earn enough money to pay a substantial amount of his expenses.

When he was three years old, his father's job as agent and representative for the W. R. Grace Co. took the family to Venezuela. During the ten-year stay, the Nolan children attended the public schools and became a bilingual family. Mr. Nolan was in junior high when he returned to Hempstead where he completed his public school career in 1952.

(Continued on Page 8)

## Maritime on T.V.

by Paul Lobo

This spring and summer more people will venture out on the water in private boats than have ever done so before. It is for reasons of safety and welfare of those concerned, and for the information of anyone interested that Robert Carlisle, Director of the University Television Network, has offered to Admiral Harold C. Moore the opportunity for the faculty here at the Maritime College to do a television series on small boat handling. More important that this is the emphasis to be placed on subjects most boat handlers don't really appreciate or understand.

The program will be far greater in depth than might at first be realized. The program will be a series of thirteen half-hour shows on related areas of small craft handling and navigation. WABC-TV wants the State University to provide these programs to fit into their current "Project Know" which can be seen each day at 6:30 AM Monday through Saturday. The State University Television Network has been offered a Thursday morning time period which would probably be aired sometime in May.

The show will have many aspects of boat handling that will

(Continued on Page 8)

## Pribis Elected to Honorary Science Society

by Rollie Parent

Cadet Paul Pribis, a First Class Nuclear Science major from Schenectady, has recently been elected to the honorary research society of Iota Mu Pi. This is an honor never before bestowed on a Fort Schuyler Cadet, and is the result of extensive experimentation and research in the field of electronic stimuli of cell tissue and microorganisms which Paul began soon after coming to Fort Schuyler in 1962.

In the past month and a half Cadet Pribis has moved his experiments from Fort Schuyler down to the Flower Fifth Avenue General Hospital, on 106th Street in Manhattan, where he has become a member of the research staff of the New York Medical College. His work at the Medical College is a continuation of his work here at the Fort on the effect on microwave energy on cell nervous systems and on the genetic processes in cell reproduction. Paul does most of his work there on Wednesday and Friday nights and on Sundays.



photo by Merkel

Cadet Paul Pribis

The Medical College research department, under the direction of Dr. William Boyd, has purchased several pieces of special equipment for Cadet Pribis' work, and in turn he has agreed to give a series of lectures in seminar form to the graduate students at the College.

Besides conducting his experiments, he has reported on them in an article he wrote which was

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## Argentine Singers Entertain Cadets

On the twenty-eighth of February the cadets of the Maritime College were treated to a concert given by the Little Singers of Cordoba, Argentina. This is a choir composed of twenty-five girls and fifteen boys between the ages of ten and fourteen. They have daily rehearsals of two hours and perform very frequently in their home province and in other major cities of the country, having an active participation in the cultural life of Argentina.

The children of the choir are intensively trained in musical discipline and receive living knowledge of this art through constant and joyful practice. Many young talents have been discovered, among which are the outstanding qualities of Carlos Girardo, a boy of fourteen, who often conducts the choir. The famous choir conductor Robert Shaw was extremely impressed by him, commenting that he had never before come across such a gifted young boy and gave him a present of his own tuning fork.

In 1962, the Little Singers visited Europe on a concert tour which took them to Spain, France, Germany, Switzerland, Monaco and Italy. They obtained excellent reviews from the press and enthusiastic applause from the many audiences. In Monaco they gave a command performance for Prince Ranier and Princess

Grace. In the Vatican City they sang for His Holiness, Pope John XXIII, who praised them in his most moving words.

In 1963, the choir had the honor of being the first ensemble from Cordoba to perform at the Teatro Colon in Buenos Aires. They were received by the president of the republic and other officials of the government who since then have given their support to the choir, in which they see a positive achievement of the country's ever growing cultural life.

Last year the choir made a concert tour of Chile, which was another outstanding success.

They came to the Maritime College after many concerts in Washington, D. C., at the Pan American Union and at the Capitol. They also did many shows in the New York area, and after leaving New York planned to return to Washington. They returned to Argentina on the fifteenth of March.

Their concert at the new gym was highlighted by the enthusiasm which they displayed in each number. Unhesitatingly they poured through each number in clear bell-like tones which are the trademark of children's choirs. Perhaps the greatest praise possible was shown by the two outstanding ovations given by the cadet regiment.

## Cadets Sail Aboard Savannah

By I. D. Nathanson & H. E. Huth



Ted Quay

On Sunday, 6 March, Tom Rodgers and Ted Quay, First Class nuclear students, left Fort Schuyler for a week-long cruise aboard the Savannah and embarked on Monday at Hoboken, New Jersey. The seven-day cruise included the ports of Norfolk, and Baltimore.

The trip had been arranged by Dr. M.H. Dagan in cooperation with the American Export and Isbrandtsen Lines. Rodgers and Quay shipped as observers and stood watch as such.

Each cadet had his own private room and both enjoyed the cruise very much. The food, they said, was "great" and they could not get over the cleanliness of the vessel. Since she is nuclear-powered she doesn't have any oil fired boilers which are the major cause of dirt on any ship. "It was just like cleaning your room



Tom Rodgers

Just dust and sweep up" said Rodgers.

The Nuclear Ship Savannah was built following a proposal made by President Eisenhower in 1955. The ship, built by the Maritime Administration and the Atomic Energy Commission, was authorized by Congress to demonstrate to the world America's peaceful use of atomic energy.

The streamlined vessel is 545.5 feet overall, has a beam of 78 feet and can make 21 knots. She is 22,000 tons, can carry 60 passengers and 9400 tons of cargo. She cost \$49 million to build and total costs to date amount to \$88 million.

While the Training Ship Empirestate is affectionately known as the "Grey Whale," the Savannah is called the "White" (Continued on Page 4)

## Hess to Return



Dr. Fred C. Hess

The Science Department has just come up with an outstanding piece of news. It has been announced that Dr. Fred C. Hess is coming back to resume his duties as associate professor of chemistry. However, he will not take up his teaching schedule until the fall semester. His first job after he signs in on 1 April will be to do the 13-show TV boating series which will be taped for an early morning presentation on a local channel.

Dr. Hess left the college in (Continued on Page 8)



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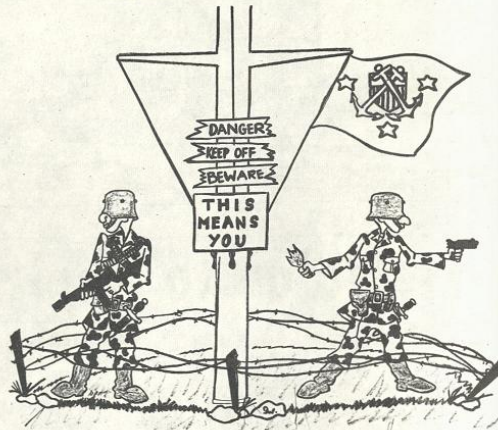
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## What we need dept.



### Pennant Patrol

### Can We Help?

It was recently announced that Kings Point Cadets have volunteered to step up their course of study, allowing them to graduate early and to fill some of the gap in our Merchant Fleet which has been created by the Viet Nam crisis.

We would like to refer to the 22 January issue of the Porthole, page 4, column 4, "Adm. Moore Interview". In this interview Adm. Moore stated:

1. That the Maritime College had not been approached by the government to advance the graduation date for our cadets.

2. If the school was asked to accelerate its program, in all probability the choice would belong to each cadet individually. He followed these comments by stating with a great deal of pride that if such an acceleration was decided upon we could very easily out-do Kings Point because our seniors receive their licence in February, whereas they take their exams in June or July.

If there is interest in this type of move, and if arrangements could be made with the State University for the degree, then all possibilities should be explored. In this way we would put our seniors into service three months sooner.

### New Program

A few weeks ago, the cadets of the Maritime College were treated to a concert by the Little Singers of Cordoba. This was an experimental concert to explore the possibilities of having monthly cultural programs for the cadet regiment next year. Among the proposed programs are piano recitals, folk groups, a theater in the round, and literary recitations. The cadets are requested to express their interest in this program and make suggestions for program preferences through the suggestion box, their Student Council representatives and letters to the editor.

### Welcome Back

On April 1, Professor Fred C. Hess returns to Maritime as a member of the Science Department after an absence of almost two years. Dr. Hess left the confines of the Fort to face the rigors of the outside world for a tour of duty at the Hayden Planetarium away downtown.

We don't know just why he came back, but we hope it was because he missed us and the teaching routines. From a casual and a very informal poll of some Upperclassmen, we can conclude that he has been sorely missed by the students.

If absence has really made the hearts grow mutually fonder, we hope that everybody now lives happily everafter.

### A Get Well Note

We are sure that the entire campus joins us in wishing Mr. George Cain a speedy and complete recovery. When Doc left us last fall, he was in a seriously-ill condition and was confined to the hospital in Staten Island for quite a while where he underwent two operations. A brief quote from him: "I thought I was a goner". He lost a lot of weight but is now in the process of regaining his strength and usual vigor. He is resting at his home, 1575 Odell st., Apt. 3-D, in Parkchester. He cordially invites one and all of his friends to stop by and visit. With the exception of the hour between 12:30 and 1:30, when he goes out for his daily stroll, Doc is available and anxious for callers.

He misses the college, the activity, and especially his APC customers. He will never forget us since he was so much a part of us for so long. Neither can we forget him. We can help him feel better faster by letting him know that we know that he is still in existence.

Yes, Doc, it's true. We do care. Just get well enough so that you can come out and see us.

### Our New XO

The new executive officer of the training ship is an old hand at the Maritime College. He is also a young man. Gerald J. Nolan, assistant dean of students since 1964, has been designated to fill the vacancy created by the resignation of Commander Harry Clark last January.

Mr. Nolan should be one of the best choices ever made to take over the duties and the great responsibility of second in command of the training ship. His background as a cadet and a professional mariner not only should make him an invaluable assistant to the Captain, but it should also work to the advantages of the cruising cadets.

As a college graduate, he should know better the needs and expectations of the current crop of seagoing trainees. As an erstwhile assistant dean, he should know well where any extra emphasis should be directed as far as the summer cruise program is concerned. And, as a professional sailor who achieved the high rank of Master in six years of sailing time with Farrell Lines, he should be of great help in guiding the training program and improving it whenever alterations are necessary.

To do his job successfully, he will need the encouragement and cooperation of all hands.

### Keep It Up

During the past season we cadets of the Maritime College have witnessed events just short of miraculous in the Physical Education Department. The wrestling team under Coach Sciacchetano slammed through the year undefeated, and the swimming team under Coach Larson finished 5 and 5. Both of these teams were in their first year of varsity competition.

Yet aside from the visible work of guiding winning squads, these two coaches have spent many weeks recruiting new athletes from area high schools. This work highlights the drive they put into their teams, and will guarantee more successful years to come.

### Coming

In our next issue we wish to do a comprehensive study of the Viet Nam crisis, and how the cadets feel about it. We would like to request that all of you who have ideas and opinions on this topic will write a letter to the Editor for inclusion.

### A MOMENT OF THOUGHT

Life passeth so quick  
 With no return  
 And olden times  
 We so much yearn.  
 The warmth of home  
 To live once more  
 Will ne'er return  
 Away hath flown

Some summer day in the month  
 of June  
 Away I'll go to the land of Birth  
 Away I'll go and ne'er returneth  
 Further, Yes further then the  
 glorious moon.

By  
 M. E. P. '68

# Doc Cain to Retire



After using up his accumulated sick leave sometime this spring, Mr. George Cain will officially retire from his duties as marine Hospital Corpsman in the college hospital. He is better known throughout the campus and maritime circles as "Doc", and he personally dispensed more pills, potions, and practice in his 19 years at Maritime than most MD's in a lifetime of hectic clinical activity.

During his long tour at the college, which began in 1947, he served under many doctors and in several locations about the campus. He was first located in the small building now occupied by Naval Science. He was later moved into the old firetrap barracks for several years, and later came aboard the floating hotel along with the several hundred cadets. At least and at last, he got to enjoy an up-to-date dispensary when the new dorms were completed three years ago. His day began at 5:30 or so and he was prompt and punctual about it.

Because Doc is of retirement age, his birth date need not be divulged here. He did graduate from the Bronx Morris High School in 1917, and he got his BS from City College in 1921 with a major in pre-med. Two years later, he had obtained his degree from the New York College of Chiropractic.

He then put up his shingle and continued to practice until 1942 when he joined up and served in the Maritime Service as chief pharmacist mate until 1945. His practice was again interrupted when he joined the staff at Maritime in 1947 as senior medical technician. He was advanced to his present title in 1958. He continued his practice on a part-time basis.

Doc is determined to get well enough so that he can travel

around and see his ever-growing family of grandchildren and great grandchildren. He and his wife, Lillian, are very proud of their widely scattered broods. Their only daughter, Florence, married Kenneth Agnew, who settled in Puerto Rico as a supervisor for the Sealand Company. Of their four children, Jill is married to Felipe Maldonado and they are the parents of his two great grandchildren.

Their only son Teddy, is now more Spanish than American according to his father. He started his formal career in the language at the University of Mexico where he obtained his first degree. Then it was interrupted by the usual stint in the U. S. Navy. His interest in the language prompted him to seek his fortunes with the U. S. activity in the airbases in Spain. He settled in Zaragoza, and in the course of time, he met, courted, and married his wife, Tirry, who was from Tarragona. They now have two children and expect another one soon. Since the U. S. has given up the Zaragoza base, he does not work for the American contractor anymore. He is on his own and doing very well. For all intents and purposes, he is almost a complete Spaniard.

He got his Master's from the University of Zaragoza and he has since launched a fulltime teaching career for himself. He teaches English to the natives and Spanish to the foreigners. He is also fluent in German and Italian. In fact, Doc is of the opinion that he has more trouble with his English than with any of the other languages.

Mr. and Mrs. Cain are extremely proud of their family components. They intend to spend a month or so in Spain visiting Teddy sometime during the fall.

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## To all my friends at Fort Schuyler:

I am glad of the opportunity to convey my most sincere thanks and appreciation for all the thoughtfulness and attention that you have extended me during my long, bleak days of illness. Your calls, visits, cards, notes and gifts (flowers, fruit, radio and language records) were most helpful. I am indeed fortunate in having such a host of friends and for all of you, I am extremely grateful. Mrs. Cain and I thank you for your kindness and hope that you keep stopping by for a visit whenever you can. We'll be glad to see you.

George Cain

# Northwind Foiled

By Steve Dougard

The windbreakers between the messdeck and the dormitories are nearing completion. They are being built to shelter cadets going to and from the dorms from the severe winter wind storms which are quite common here all year round. The windbreakers will keep the sidewalks between the dorms and the messdeck free from rain and snow.

They are going to be permanent structures in the dorm complex. They will generally be left closed in the winter months during bad storms. In the summer, they will be left open.

The windbreakers will protect the cadets from the wind so that a coat will not be necessary while moving from the dorms to the messdeck. They will also provide the doors of the dorms and mess-

deck protection from icing up in the winter.

Admiral Moore first made the suggestion to the New York Dormitory Authority three years ago, pointing out the usefulness of the windbreakers.

The Wander Iron Works Company of the Bronx has the contract for the project. Within the next few weeks the workmen will have the job completed.

Snow melting lights are also being installed over the messdeck entrance facing the dorms. These efficient heaters should be able to keep the sidewalks free of the snow drifts that pile up in front of the doors. These too are being installed under a contract with the New York State Dormitory Authority.

# Meteo Mater

By Eftem Krisher

What student of meteorology hasn't wished at some time or another for some way to escape the drudgery of taking observations. An answer to that wish may soon be here.

For the past ten years or so, engineers have been developing automatic weather stations for both ocean and land observations. One such station is now being tested at Washington National Airport.

The instruments at an automatic station are similar to those in a manned station. However, a computer does the work at the automatic station which a man does at a conventional station.

The following shows what the computer can do:

1. Periodically records and displays the observations.
2. Computes the value of the pressure reduced to sea level.
3. Stores the necessary tables and formulas to convert the raw recorded readings to meteorological values.
4. At hourly intervals computes a complete observation over regular teletypewriter lines.
5. Keeps track of the previous as well as the current values so that it can transmit a special reading any time that weather changes abruptly.
6. Retains and stores a history of the observations for climatological records.

Although this system is still considered experimental, the implications of this development are clear. If it is successful, it will provide weather services with the opportunity to obtain observations for many remote and uninhabited areas of the earth without having to establish complicated living quarters and arrangements for man.

Anyone interested in this phase of meteorology should read "The Role of the Computer in Meteorology" by Frank W. Burnett in the October 1965 issue of Weatherwise, published by the American Meteorological Society.

# Student Council Meets with Admiral Moore

At 1100 Tuesday, 15 March, the Student Council met with Admiral Moore, Captain Spring and Captain Cascini in the Admiral's office. The agenda is listed below in its entirety and an item by item summary follows each topic.

The Student Council presented the following items for consideration:

1. It is suggested that one dress white jacket be issued because it has been found that this article is not used frequently enough to warrant issuance of two. It is further suggested that funds used to purchase the jacket be set aside for additional undress khaki uniforms. Decision: The Admiral stated that this topic has been brought up for discussion for the past several years. The idea for having two dress white jackets is that when the uniform is prescribed, the cadet will have a clean uniform to wear. Whites are hard to keep clean, so a spare is necessary in case of an emergency. The Admiral suggested to the Council that they take a poll of the Regiment to find out how many would be in favor of eliminating the dress white uniform altogether. Finally, the Admiral said that three sets of undress khaki were the minimum requirement, and if a cadet felt he needed more, he could buy more sets. That is the purpose of the Federal subsidy.
2. It is respectfully requested that Article 7.06, "Uniforms, Wearing of", found in the re-

(Continued on Page 4)

# Committee Examines Cadets Draft Status

Edward Van Loenen

On March 3 a meeting was held in Captain Phillips' office to determine the position of the cadets in relation to the Selective Service System. Present at the meeting, presided over by Dean Lawrence, were Captain Phillips, Captain Cascini, Captain Spring, Professor Sembler, Mr. Vett, and Mrs. Foody.

It was made clear once again that all cadets are eligible for the draft if they are not in the upper half of their freshman class, in the upper two-thirds of their sophomore class, in the upper three-quarters of their junior class or have not obtained a minimum of 70 percent in an aptitude examination to be conducted under the auspices of the Selective Service System.

The test will be given on May 14 and 21 and on June 4. The contract to administer the test has been awarded to the Chicago S.R.A. and will be given in specific places around the country. The test consists of much mathematics, science, and word comprehension and it was thought that students of a technical school, such as the Maritime College, should have a better chance than students of a liberal arts school.

The class standings are taken

at the end of each year and any cadet who is near or below his class cut-off point should take the examination. A proposal was made to have all cadets take the test, regardless of class standing, since it is an either-or situation and cannot harm but can help a cadet's position. This proposal was left undecided.

Any cadet who wishes to take the examination should make a reservation with his local draft board prior to April 23. A check will be made to see if all cadets can take the test in a local, centralized area and have the results transferred to their local draft boards. This is what is currently being done by cadets who are called to appear for their preliminary physical examination. They can take their physical at 205 East 42nd Street and the Transfer Board will send the results to the local board.

Professor Sembler will check to see if draft boards should be notified of the cadets leaving the country during the Summer cruise.

If a cadet should receive any inquiries from his draft board, or if he has any questions concerning his draft status, he should consult Mrs. Foody.

# NewPort Field Improvements

When the New York Giants were training at the college last summer, it was suggested that something be done about the poor condition of the sod on Newport Field. Mr. Walsh of the Giants, requested that Mr. Esposito of Yankee Stadium visit the College and advise on what could be done. At that time, Mr. Esposito revealed that each spring all the sod at Yankee Stadium was removed, and if we wished, we were welcome to bring the sod to Maritime for use on our Field.

Several weeks ago, the sod removal began, and through arrangements made by our Build-

ings Grounds Superintendent, Mr. R. T. McAllister, the sod is being transported to Newport Field. At this printing, the sod is being laid on the center of the field where the damage is most severe.

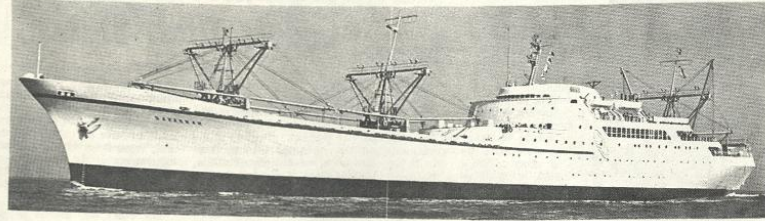
When the job of spreading and rolling the sod is completed, cadets will be able to use the entire field. At the present time, only the areas on the outside of the center area can be used. Mr. McAllister requests that all hands stay off the center of the field until the transplant is completed.

# From the College Staff to George Cain

Your many friends of the Maritime College staff are happy to that you are feeling a lot better and that you are regaining some of your lost weight. Although you'll be missed around here, we are glad that you have decided to retire and enjoy a life of leisure and pleasure. We hope that the small token of our esteem brings you an abundance of pleasure and usefulness; that is, a lot of Yankee victories and a fluent approach to Spanish. Come and see us when you feel as good as new

- |                 |                  |                |
|-----------------|------------------|----------------|
| Mildred Bartsch | Dr. Goldin       | Joe Pescatore  |
| G. Buffaloe     | Tom Hidalgo      | Bob Phillips   |
| Joe Bullinger   | J. Janaka        | Eva Porymas    |
| Ernest Cascini  | Betty Johns      | Sparky Pruvot  |
| Jim Cashion     | Joe Keim         | Ethel Puppo    |
| Vito Cifichello | Rita Kelly       | Buzz Recordon  |
| George Clements | Al Kinney        | Roger Reinhart |
| Cathy Cosentino | G. Koza          | Charlie Bay    |
| Meir Degani     | Janis Krastins   | Marie Rogati   |
| Leo DeLucia     | Ron Krueger      | Steve Rosen    |
| Guy DeSimone    | Tom Lafergola    | Abe Rosenberg  |
| Mike Devine     | Al Lawrence      | Joe Sarve      |
| John Ducat      | Mary Loguidice   | Jack Saltaire  |
| Pat Dunphy      | Sal Liverant     | Bill Sembler   |
| Nick Drevich    | Joe Longobardi   | Stan Sempre    |
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| Al Fiandaca     | Anne McGlauffin  | Charlie Thor   |
| B. Florio       | Joe McNeill      | Dick Thuillier |
| Joe Fontana     | J. Melacotone    | Matt Twomey    |
| John Foody      | Admiral Moore    | Dan Van Wart   |
| Pat Foody       | Martin Nahemow   | B. Vassor      |
| Terry Garzan    | Charlie Nesto    | John Vett      |
| Fred Genzmer    | Gerry Nolan      | Bob Wagoner    |
| Ann Gerard      | Sylvia Nussbaum  | H. Watson      |
| Mitt Ginsberg   | Nora O'Connor    | Norm Wennagel  |
| Edith Glenn     | Pete Olsen       | Nat Whitten    |
| John Glenn      | Hap Parrham      | Mary Ymer      |
|                 | Pete Perry       | Dora Zottoli   |

## Cadets On Savannah



S. S. Savannah sails for Europe.

(Continued from Page 1)  
Whale" by her crew. She was designed to accommodate 60 passengers and as a passenger freighter she is quite luxurious. Because of the high cost and the limited space however, she has been running as a freighter only. Next year the owners hope to carry up to 12 passengers. The Savannah has a library, swimming pool, lounge, and all the conveniences of a regular liner. She even has portholes of polarized glass on the promenade deck to reduce the sun's glare. Surprisingly, the crew of the Savannah is much larger than that of a regular freighter. She has to carry water chemists, nuclear instrumentation men, health physicists, reactor operators, and nine reactor "trainees." These trainees and all third assistant engineers first get training at Kings Point and then aboard the Savannah herself. A Fort Schuyler graduate, Jim Levey, class of '64, is presently aboard the ship as a trainee. In addition to the regular crew and the two Fort Schuyler cadets, three cadets (two engineers and one deck) from Kings Point were aboard.

Upon visiting the engine room for the first time, the envoys from Martime were awed by the colors of the bulkheads and equipment - chartreuse and pink! The control room is glassed in and air conditioned. "Besides this main control room, there are fourteen monitoring stations throughout the ship to warn of

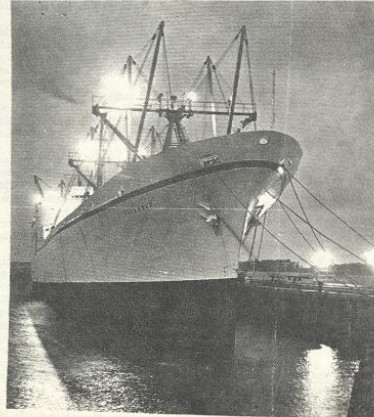
any dangerous radiation," added Rodgers, "and no radiation ever leaves the reactor itself."

The primary difference between nuclear ships of the Savannah class and conventional vessels is that while both types heat water to create the steam which is used to run the turbines, the nuclear ship use atomic energy to produce this heat. The Savannah's turbine however works on saturated steam rather than superheated steam. It was easy for Rodgers and Quay to view the engine room proceedings because the engine room is surrounded by a glassed in observation deck.

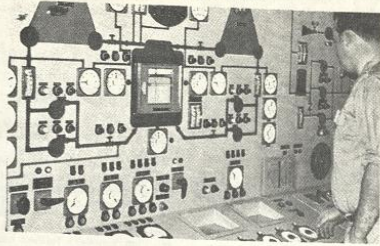
Future plans call for two of four more ships of the Savannah class and for the Savannah herself to make two more European voyages and then undergo an overhaul at Galveston.

There the ship will also be modified as new technology will make her even more efficient.

Because it takes a certain amount of time for the radiation to go down to a safe level, Quay and Rodgers went back to the ship this Monday when the reactor itself was open for observation. They were able to enter the reactor and study it first hand. "It is interesting to note, says Quay, "that experience with the Savannah's reactor has made the ship's reactor obsolete already. The Atomic Energy Commission is now capable of building a reactor on one-half the size, one-third the weight and twice the horse power of the original."



Cargo lights contrast the sharp flair of the bow of Savannah at pier-side.



The control panel of the "White Whale."

## Marine Engineering Briefs

### Fourteenth Annual Fort Schuyler Forum on Marine Engineering

Once again the Maritime college hosted the annual forum on Marine Engineering. This year's program, the 14th annual, was held at the college on Saturday, 19 March. Registration was from 1000 to 1030 (no fee for college personnel) and the entire college faculty, administration, staff and cadet regiment was invited.

The forum was divided into two sessions, a morning session from 1030 until 1215 and an afternoon session from 1400 until 1545. Each of these sessions included the presentation of three papers of contemporary interest to the industry. These six papers did as usual, cover a wide range of vital topics. This year they included the following: 1) SINGLE BOILER OCEAN TANK VESSEL, S. E. ESSO HOUSTON by Mr. Thomas J. McTaggart, past President of the Society and now with Humble Oil and Refining Company.

2) SOME DESIGN NOTES CONCERNING SINGLE BOILER MARINE INSTALLATIONS - A BRIEF COMPARISON STUDY by Mr. L. E. Triggs, '50E, Chief Engineer, Marine Department, Combustion Engineering Inc.

3) EDUCATION AND TRAINING FOR THE MARINE INDUSTRY by Professor John J. Foody, Chairman, Department of Engineering, State University of New York Maritime College.

4) MACHINERY INSTALLATION for American president LINES "SEAMASTERS" by Mr. Kenneth M. Shauer, Marine Engineer, George G. Sharp

Co.

5) TRITON SHIPPING COMPANY'S SINGLE BOILER BULK CARRIERS by Mr. Peter Constas, Marine Superintendent, Triton Shipping, Inc.

6) EDUCATION AND MANNING FOR SHIPS OF THE FUTURE by Capt. Lauren S. McCready, USMS, chairman, Department of Engineering, United States Merchant Marine Academy.

This annual event always has been a great success in the past and the Fourteenth Annual Forum was most interesting and educational.

### Scholarship Loan Fund

The Society of Marine Port Engineers of New York, co-sponsor of the Forum, has provided a new scholarship loan fund for engineering cadets at the Maritime College. This scholarship of \$500 is now available. Capt. A. J. Spring and Prof. Foody will be able to furnish additional information to those interested.

### Project Award Fund

A new \$500 Project Award Fund has been set up for the college by the American Society of Value Engineers. This fund, which will be available next year, will be limited to Second Class engineers only. Projects will be assigned by the Engineering Department to interested juniors and the projects (as well as the entire program) will be coordinated by Prof. McNeill. The awards will be in the amounts of \$250, \$150 and \$100 for the three high scoring cadets.

## Student Council (Continued from Page 3)

regulations be modified by the following changes:

Par. 1a. Delete third sentence.

Since this paragraph concerns the wearing of athletic uniforms, the Admiral felt that the rules set up by the athletic department should be complied with.

Par. 1c. Delete and change to read: "When in dormitory rooms or within the limits of the cadets' company or the dormitory area" (see paragraphs 8 and 9).

Admiral Moore said that he was not receptive to relaxing the uniform of the day during the day.

Par. 2. First sentence; insert after "dormitory area", the words "including the Snack Bar". Delete the second sentence.

The Admiral said that he had no objection to cadets shifting hours on Saturdays, Sundays and holidays.

Par. 8. Second sentence; change "room" to "company". Delete next to last sentence.

Add 9. "Within the limits of a cadet's room or company, the uniform will be optional."

Admiral Moore referred paragraphs 8 and 9 to the Council for further discussion.

Par. 11. Change paragraph (b) to (c) and insert as follows: (b) "When actively engaged in the cleaning, washing and waxing of rooms,

Admiral Moore disapproved the changes to paragraph 11. He stated that he was very dissatisfied with dungarees as a uniform at the College, because many cadets fail to have their dungarees cleaned.

It is requested that a portable soup machine be installed in the canteen. The machine would be installed and operated by the ARA.

It is further suggested that a change in the canteen hours be investigated. The following schedule is suggested: Daily: 0800 - 0900; 1000-1545; 1645-2000. Saturday: 0900-1400. Decision: The Admiral was favorable to both suggestions. He said he would take up the soup machine proposal with Mr. Sklaris, and he told the Council to discuss the change in canteen hours with the canteen and custodial staffs.

4. It is recommended that the bulletin boards previously examined and approved by the

(Continued on Page 8)

## P.R. Notes

By Austin Dooley

The drill meet season has started this year and Company P-8 is in the midst of it. Already, the Company has traveled to Troy for the Siena College Drill Meet and to Jersey City for the St. Peter's College Drill Meet.

At Siena, the I.D.R. Team (Infantry Drill Regulation) placed 8th, but the Trick Drill Team made a comeback by taking 3rd place. In addition, Tom Wilders, Matt Gaskin, and Pete Holst placed 2nd, 3rd, and 4th, respectively, in the individual competition.

The St. Peter's Meet at Jersey City is one of the major drill competitions in the nation. Here, the Company took 3rd in I.D.R., 8th in trick drill and placed 6th overall out of a field of 22 nationally top-ranked teams. In the rifle match, Jim Clark exhibited his skill by winning first place.

On March 19 and 20, Company P-8 travels to Boston. Here they will compete with regional teams in the Bean Pot Tournament which will be held at Northeastern University.

## Prop. Club

By Lou Lortz

On Thursday, February 24, the Propeller Club was treated to an interesting talk and film concerning hydrofoils and their future possibilities. The guest speaker at this meeting was Mr. Ira E. Dowd, president of the American Hydrofoil Corporation.

Mr. Dowd began his talk by stating that nearly all means of short distances transportation are being exploited to the greatest degree, in as much as there is very little room or money left to enlarge our present transportation systems, which include helicopters, planes, buses, subways and cars. Obviously, then, water transportation would seem to be the answer for the increasing need for short distance transports. The question arises as to the type of craft which should be used for this purpose. This, said Mr. Dowd, is where the hydrofoil will prove its practicality.

Hydrofoils are currently being used in many European countries and are very successful. The reason for their success is not only comfort, but also safety and speed. These craft move along several feet in the air, with only the foils entering the water. The principles involved in the hydrofoil operation are similar to those used in flight; consequently, the jerky motion usually found in small boats has been replaced by a slight roll and a gentle, smooth ride. Most hydrofoils are equipped with air-liner-type reclining seats for passenger comfort. As for the safety aspect, Mr. Dowd stated that if any large amounts of debris should be encountered, the operator would need only to slow down, let his boat settle in the water and proceed as any boat moving through this debris. Should any floating chunks strike the foils accidentally, the chances of major damage are slight, unless that debris is excessively large.

The hydrofoils which are used by the American Hydrofoil Corporation are 34 feet in length and are operated at a cost of 3.4 cents per passenger-mile. These 22-passenger craft have a cruising speed of 34 mph and a crew of two. Mr. Dowd mentioned that his crews are selected on the basis of their good appearance and the Coast Guard license for operating a vessel of this size.

The American Hydrofoil Corporation initially began operation on the West Coast with service between Catalina Island and the mainland. The Corporation is presently operating runs in Miami, Florida, and in Washington D.C. Mr. Dowd stated that there is a strong possibility of initiating a service from 125th Street down the East River to Wall Street. Unfortunately, he is faced with political opposition and monetary problems.

# Marine News

By Edward Van Loenen

## Shipping Industry Backing Cut in Pier Force

The New York Shipping Association, which bargains with the International Longshoremen's Association, asked Governor Rockefeller and Governor Richard J. Hughes of New Jersey to send executive messages to their legislatures supporting the temporary closing of the register of longshoremen. It also urged the establishment of a formula for opening it only when required by the work demands.

The employers and the union have both warned that unless the Waterfront Commission is stopped from accepting new workers to the docks, the clauses in the new contract pertaining to eventual three-man reductions in work gangs and work guarantees of 1500 hours for all qualified regulars will fail. The Shipping Association said that the size of the work force must be strictly controlled in order to bring "stability and labor peace in our port" and that this would "redound to the public good."

## Ships Too Strong?

Shipping companies have long contended that this country's vaunted sea safety requirements are overdone, over-safe, and unnecessarily costly.

The Maritime Administration of the Department of Commerce has decided to find an answer. Nicholas Johnson, the Maritime Administrator, announced approval of a study program in collaboration with industry organizations to determine whether there is excess structural steel in United States - flag ships. An initial study will be made by the Society of Naval Architects and Marine Engineers.

The American Bureau of Shipping, this country's official classification society which rates

ship designs and oversees construction standards, has agreed to modify its rules if the studies warrant a change in specifications.

If changes are made, then the initial cost of the ship will be less and the operation cost of the ship will also be less because it will use less fuel and require less maintenance.

The modern materials are being applied under the old rules causes an excess weight of almost 20 percent of the ship's total steel weight.

## P & O Getting 38 New Vessels

The Peninsular and Oriental Steam Navigation Company recently announced that they have 28 new ships under construction or on order. The British Company explained that they would not borrow to finance the construction of the vessels.

Twenty of the vessels are being built in British yards and three fast cargo ships are being built in Japan. This announcement clearly depicts the sad condition of our own Merchant Marine when one considers that the entire American flag fleet will be increased by only 12 new ships this coming year, and only because the government is paying the largest amount of the cost of these new vessels.

## Maritime Unions Score President

On March 11, President Johnson was severely criticized by maritime unions on the ground that his Transportation Message to Congress virtually ignored shipping problems.

A committee of the 32-union American Federation of Labor and Congress of Industrial Organizations Maritime Trades Department complained that the President's message contained no shred of a new national mari-

time policy. In a statement they said that, "All his transportation message suggests is further studies of the maritime industry, which already has been studied almost to death."

The President's message dealt mainly with traffic safety and also touched on aircraft and ship safety.

The maritime unions have criticized federal maritime policies for years which they contend threatens the existence of the United States Merchant Marine.

## Soviet Says Its Fleet is 6th in the World

Victor G. Bakayev, Merchant Marine Minister, recently stated that the Russian Merchant Marine ranks 6th at more than 8 million tons behind Britain, the United States, Norway, Japan, and Liberia. He predicted the tonnage would reach 12 million by 1970. Mr. Bakayev said that the actual operating fleet of the United States was already smaller than the Soviet Union's and that 80 percent of the Soviet fleet had been built in the last 10 years.

## Shipowners Issue Maritime Report

The American Merchant Marine Institute, the largest of the nation's shipowners associations, made public on March 13, its recommendations for a new national maritime policy.

The Institute's report contained 24 recommendations, some of which are repetitions of suggestions made many times before by many other people. Among these are: "sound labor relations are essential to a strong Merchant Marine" and "legislative changes to prevent crippling transportation strikes should be unified."

One of the newer and more surprising suggestions made was that an American shipowner should have the right to construct, reconstruct, or repair vessels abroad and still be permitted to operate them under the American flag. This recommendation has been strongly opposed by the Shipbuilders Council of America which stands to lose \$500 - million annually in contracts if this suggestion becomes a reality. The Institute therefore recommended that United States shipyards be accorded subsidy aid for building ships for foreign accounts. The institute also favored and strongly supported "flags of necessity" shipping. This refers to 12 million tons of American owned vessels operating under foreign flags for competitive reasons.

Most of the companies operating such ships have signed agreements with the Defense Department stipulating that in an emergency the ships are at the disposal of the United States government.

and those engaged in the construction of component parts.

## CONSTRUCTION SUBSIDY AID SHOULD BE GRANTED DIRECT TO THE SHIPYARD

Under existing law, construction aid is granted by means of a three-way arrangement involving the shipyard, the ship operator and the Government. In fact, the request for construction subsidy must originate with the operator. (Section 501 (a) of the Merchant Marine Act, 1936). Thus, it has often been thought, though completely erroneously that a subsidized American steamship company receives two subsidies, one construction and one operating. The Institute recommends, therefore, that a mandatory legislation be enacted to eliminate the middle man, the ship operator, and to provide that construction subsidy arrangements be made directly with the shipbuilder.

## AMERICAN SHIPOWNERS SHOULD HAVE THE RIGHT TO CONSTRUCT, RECONSTRUCT, AND REPAIR VESSELS AT HOME OR ABROAD.

In line with the positions set forth above, the Congress should provide annually sufficient funds for shipyard assistance to as-

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# New York Harbor One Way

Ships entering and leaving New York Harbor will soon take on the appearance of highway traffic. Ships will be using one-way sea lanes separated by buffer zones similar to the dividing islands on expressways.

Since most of the lanes will be in international waters, they will be beyond the jurisdiction of the U.S. Coast Guard or any other law enforcement agency. While correct use of the one-way lanes will not be mandatory, it is expected that there will be few violations of the rules.

This traffic plan was brought about by the 1960 International Safety at Sea Convention in London which recommended such lanes for all areas where shipping is dense. Since 1960, sea lanes have been established in the Dover Straits. Ocean sea lanes have been in use for nearly 50 years, but they were not universally recognized and not extended to areas near ports.

The New York plan has been prepared by a committee representing private shipping interests, the Coast Guard, and the Coast and Geodetic Survey, which will mark the indicated lanes on charts for waters around New York. Heading the planning committee is Commodore John Anderson, 1930 graduate of Maritime and former master of the s.s. united states.

The New York plan, subject to approval by the Coast Guard, is to be a pilot plan for approaches to all densely trafficked American ports. A committee has already been established in Philadelphia.

# Can Merchant Marine Survive Changes

On Wednesday, March 8, Cadets B. J. Kuchinskas, 1/c and T. P. Flynn, 2/c, attended a meeting of the "Transportation Research Forum of New York", as guests of the New York Central Railroads. It was a luncheon meeting held at the "Park 100" in New York City. The speaker at this meeting was Edgar Svikis, Director of Budget and Planning of Moore - McCormack Lines.

Mr. Svikis began his career as a merchant seaman. After spending a number of years at sea, his intense interest in ships led to the marine transportation industry inspired him to add to his practical experience by attending Massachusetts Institute of Technology. He joined Moore-McCormack Lines after graduation where he has served as staff economist, statistician, and now as the director of budget and planning.

Being a top authority on problems affecting the Merchant Marine and the maritime industry, Mr. Svikis has spoken before many congressional and other government agency committees concerning such problems.

Mr. Svikis' remarks centered on a summary of the reports presented by the Maritime Advisory Committee and by the Interagency Task Force. The Maritime Advisory Committee was set up by President Johnson and is composed of management, labor and public members. The Honorable John T. Conner, Secretary of Commerce was appointed head of this committee. He in turn set up the interagency task force headed by the Under-Secretary of Commerce for Transportation, Mr. Alan S. Boyd. The following agencies were also represented: The Bureau of the Budget; The Council of Economic Advisors; The Department of State; The Department of Defense; The Department of Agriculture; The Department of Labor; The Department of Commerce; The Federal Maritime Commission and The Maritime Administration.

This Committee prepared a report which proposed to revamp present maritime policy. It was submitted before the Maritime

The plan has provided for three sets of twin lanes for ship traffic to Europe, Africa, and to the South. All the lanes funnel into the new Ambrose Tower, replacing Ambrose Lightship. Outgoing ships will pass the tower to one side, while incoming ships will pass to the other side.

The lanes south, one mile wide at Ambrose, will open to five miles off Barnegat Light; opposing lanes will be separated by a three-mile buffer zone. The lanes to Africa will open to the same five - three - five mile widths southeast of Ambrose and be marked about 95 miles out to sea.

The European lanes will begin at Nantuxet Lightship and the lightship will be moved to a new position in the center of the buffer zone. Westbound traffic will pass to the south of the lightship, eastbound to the north. The lanes will begin funneling off Fire Island until they reach Ambrose, where the lanes will be one mile wide with a one mile wide buffer.

Navigators will be able to determine whether they are in the proper lane by LORAN and by their own celestial navigation. The present plan does not call for using radio beams for marking the lanes.

The New York Harbor planning committee sampled opinions from all forms of navigation and it is felt that this system of one-way lanes will reduce the number of accidents and collisions of the Shalom-Stolt DeGall type, in which 19 crewmen were lost.

Advisory Committee on October 7, 1965 and was promptly rejected. In one month after the proposal was rejected, the public members of the MAC submitted their proposal and it was adopted with a 10 to 2 vote. Both reports are now being reviewed by the MAC.

There are a few points where both the MAC and the Inter-Agency Task Force agree; but in many others, they are very far apart. At the present time, it is not known if there is going to be a compromise, or if a completely different policy will be accepted.

One thing that Mr. Svikis never mentioned was the proposed Merchant Marine Act of 1966. He did however state that "This year, the year 1966 is a very important year indeed for putting national maritime policies to a severe test. This year the U.S.S.R. makes a major bid as an important maritime power for the first time in its history. Russia has moved from twelfth to seventh place among maritime nations. Russia trades now with more than sixty nations and she carries her trade largely in her own bottoms. We have recently read reports in the press that Russia has been admitted to membership in the Baltic Exchange in London, also that she is joining shipping conferences.

The world records of shipbuilding reveal a rather astounding picture of Russian shipbuilding activities. Literally hundreds of ships are being built to Russian orders in Britain, Italy, Holland, Finland, Japan, the Scandinavian countries, East and West Germany, Yugoslavia and Poland. The ships are most modern in every respect.

Almost overnight the Russian commercial fleet has grown to 7,000 tons. At the present rate of shipbuilding, Russia is adding more than a million tons annually and it is reported that it is their goal to reach 20,000,000 tons of shipping and to carry 75% of their trade in their own bottoms by the year 1980.

Russia aims to trade with the rest of the world and to insure the success of her objectives,

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# AMMI Announces New Policy

The American Merchant Marine Institute has released the full text of the first four sections of its Report on a New Maritime Policy which deals with ship construction.

Ralph E. Casey, Institute President, stated that these four sections have given rise to possible misunderstandings, as a result of the fact that it was initially possible to release, so we had to undertake a crash program here. Needless to say, crash programs are expensive and this one was no exception, costing in excess of 21 billion dollars. It is a tribute to American ingenuity and skill that the ships were built and the war, which otherwise might have been lost, was won. But, fortunately, there was time to get the job done in the early 1940's which may not be available in a future emergency. In any event, the United States must not take that risk.

Accordingly, it is recommended that the shipbuilding industry be supported through direct subsidies at a level sufficient to provide American-built ships at world prices. However, the American merchant fleet should not be restricted in its growth to the funds allocated to American shipyards.

## GOVERNMENT AID TO SHIPYARDS SHOULD BE CONTINUED.

The higher wages and material costs required to be paid by American shipbuilders necessitates Government aid in the construction of commercial vessels. All the arguments in support of the need for operating subsidies -- the most common being the higher standard of living here as contrasted to that in foreign countries -- are equally applicable to shipyard workers

THE UNITED STATES SHOULD MAINTAIN AN ACTIVE AND HEALTHY SHIPYARD CAPABILITY IN THE NATIONAL INTEREST.

# Wrestling Season Wrap Up



L. to r Top: R. Osbore; F. Mastin; W. Winters; H. Trendell Coach L. Sciacchetano; J. Seybold; G. Germaine; T. Flynn; T. Allen.  
Middle: W. De Pew; L. Hoyt; D. Esale; J. Thomas; M. Feldman; J. Hamblett; D. Rose.  
Bottom: J. Ferrero; J. Smith; C. Chappell; A. Dooley; T. La Guardia. D. Dever; \* J. Bolton.

With the completion of the Met Championships, the '66 wrestling season has come to a close. Under Coach Larry Sciacchetano, the Privateers, in their first season of varsity competition, went undefeated in nine matches and outscored the opposition 355 to 21. The nine wins included a 45-0 victory over Bronx Community and near perfect matches against Marist, 43-0; Stoney Brook, 41-0; Drew 43-0; and Brooklyn Poly, 41-0.

In the only match against a New Jersey College, Maritime swept past Fairleigh Dickinson, 32-8. Overall, the Maritime matmen lost only five individual matches and completed the season with a pinning average per match of 62 percent.

Next season, Coach Sciacchetano is upgrading his schedule and will tackle some of the big wrestling teams in the area such as Montclair State, Kings Point and Hofstra. A look at the Met winners will give you an indication of the caliber of these teams. A highlight of the '67 season will be a southern trip to meet Georgia Tech and the University of Georgia. Last year Mr. Sciacchetano was assistant wrestling coach at the University of Georgia.

Listed below is the "official" final individual scoring records of the team.

Rank	Wt.	Name	Class	Record	Team Pts.
1	145	Danny Dever	4/c	9-0	45
2	167	Tom Flynn	2/c	9-0	43
3	Fwt.	Rowan Osborne	4/c	9-0	43
4	152	Jay Bolton	2/c	8-0	40
5	127	Tom Allen	1/c	7-0-2	35
6	123	Earl Stuart	2/c	6-0	30
7	160	Austin Dooley	3/c	5-0	25
8	130	Chip Chappel	4/c	5-2	23
9	137	Joe Smith	4/c	6-1	21
10	130	Jeff Thomas	3/c	3-0	15
11	123	John Ferrero	3/c	2-0	8
12	152	Tom LaGuardia	4/c	1-0	5
13	130	Glen Germaine	2/c	1-1	5

## Tankmen Finish .500 Season

### Adelphi Wins 49-47

The first full swimming season at Maritime has come to a close for this year and the team ended up with another .500 season, five wins, five losses and no ties.

The Adelphi meet on March 1st at Maritime, was the last meet of the season. The first race of the afternoon was the 400 yd. medley relay which we won by a disqualification. Their breast stroker was making improper turns. Next was the 200 yd. free style in which Lance Orton, 4/c, won with a new Maritime College record of 2:05.8. In the 50 yd. free style, Larry Peters of Adelphi tied the pool record with a time of 24.0 seconds.

The score after the first half of swimming was Maritime - 20, Adelphi - 14. The diving event was to have been forfeited to our squad; however, the Adelphi coach decided to enter one of his men in an attempt to tally more points. Coach Roy Larson immediately protested the entry on the grounds that all diving entries must be made one half-hour before the diving event takes place. The judge said he had rescinded the rule and allowed the entry. This decision later proved to be a costly break for the Maritime tankmen. In the diving event, Hank Scully, 3/c, took first place with a total of 149.1 points. Stan Tarnecky, 4/c, scored 87.4 points for second place and Steve Cassell of Adelphi took third place with 41.9 points.

The score at the end of the diving was Maritime - 28, Adelphi - 15. The second half of swimming opened up with the 500 yd. free style event. Al Gross of Adelphi broke the pool record with a time of 5:45.7. The same record also was broken by Lance Orton, but since he finished second, the new record cannot be made official.

Prior to the 400 yd. free style relay, the last race of the meet, the score was Maritime - 47, Adelphi - 41. The relay started with Joe Ward, 2/c, pulling ahead; J. J. Ryan, 1/c, and Clay Beall, 4/c, stayed right with their opponents. The victory was up to the anchor men of both teams, Orton of Maritime and Peters of Adelphi. Peters slowly pulled ahead and won the race and the meet by eight tenths of a second. The final score was Adelphi - 48, Maritime - 47. Ironically, Maritime's time in this event was 3:16.6, better than ten seconds faster than our best previous relay time. In addition, despite the fact that Orton had just completed the 500 yd. free style event earlier, he swam his leg of the 400 free relay in 55.0 seconds, faster than any member on the team has ever done.

As far as next season is concerned, all but two members of this season's squad, J. J. Ryan and Gino Nyerges, will return to the team next year. Commenting on the results of this season's effort, Coach Larson said, "This has been an extremely successful year, especially when one considers the caliber of competition we have faced and also the amount of improvement shown by almost every member of the team." Listed below are the men who scored at least ten team points this season; they will receive varsity letters.

- |                    |                  |
|--------------------|------------------|
| 1/c J. J. Ryan     | 3/c John Klepper |
| 1/c Gino Nyerges   | 3/c Hank Scully  |
| 2/c Joe Ward       | 3/c Richard Ryan |
| 2/c Ed Ratigan     | 3/c Ray Miles    |
| 3/c Pat McGuire    | 4/c Lance Orton  |
| 3/c Dennis DiSalvo | 4/c Clay Beall   |

- High team point scorers were:
- |                  |         |
|------------------|---------|
| 4/c Clay Beall   | 86 pts. |
| 2/c Joe Ward     | 61 pts. |
| 3/c Ray Miles    | 40 pts. |
| 2/c Ed Ratigan   | 32 pts. |
| 1/c Gino Nyerges | 31 pts. |

## Orton M.V.S. Grapplers' 5th in Mets



photo by Merkel  
Lance Orton

This year's "most valuable swimmer" award went to Lance Orton of the Fourth Class. Lance hails from Tonawanda, where, at Kenmore East Senior High School, he started swimming as a freshman. He came to Maritime a holder of two varsity let-

ters and a gold medal received in an outdoor A.A.U. swimming meet held in Buffalo last summer.

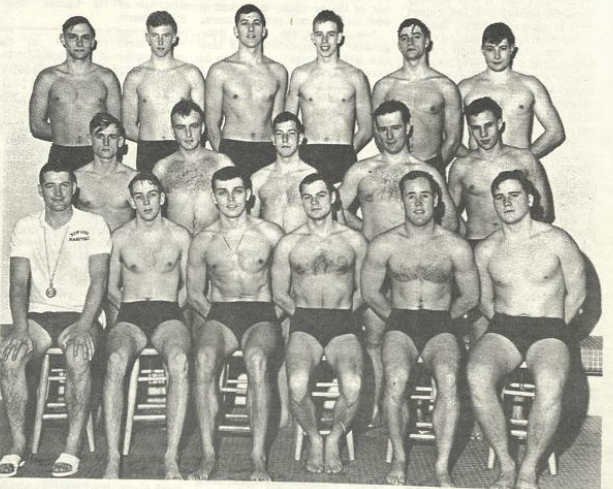
While swimming for Maritime this year, Lance collected a total of 92 team points. He is now the holder of three school records: 5:4 in the 100-yd. freestyle; 2:05.8 in the 200-yd. freestyle; and 5:49 in the 500-yd. freestyle. In the Brooklyn Poly Invitational, he won the 500 yd. freestyle with a time of 6:07 and received a gold medal.

third with 55 and Kings Point fourth with 47 points. Maritime finished fifth in the 15-school field with a total of 43 points.

Outstanding for Maritime in individual scoring, were: Tom Allen, 1/c, who took second place in the 177-lb. class, and Rowan Osborne, 4/c, who took second place in the 191-lb. class. Jay Bolton, 2/c, captured third place in the 145-lb. class, and Danny Dever, 4/c, took third place in the 152-lb. class.

## Beg Pardon

In the last issue of the Porthole, it was mentioned in the article "5 Series Shown Here" that Curt Flood was the Cardinals first baseman. Actually the argument in the article concerned Bill White. Curt Flood, of course, plays center field for the Cards.



Varsity Swimming Team

L to r Top: J. Klepper; R. Ryan; L. Orton; B. Liedy; D. Di Salvo; J. Ward.  
Middle: H. Scully; E. Ratigan; C. Beall; J. Markley; R. Files.  
Front: Coach R. Larson; P. McGuire; \* J. Ryan \* J. Nyerges; \* Co-captains: R. Miles; P. Nixon.

# Oarsmen Take to the Boats

by I.D. Nathanson

Fort Schuyler's rowing team, one of the oldest and most popular of the school's varsity teams, is well underway with its 1966 season training-conditioning program.

On Monday, 7 March, the team took to the boats for the first time this year. Every day since then, and every day from now on, the team works out both in the morning and the afternoon. The afternoon workouts are used to supplement the morning's rowing. These workouts consist of track work, weight lifting or whatever the individual rower thinks will be most beneficial to him.

While the squad itself consists of five boats, each boat is actually a team in itself. Each is more or less independent under the leadership of its coxswain. Each of the crews develops its own prowess as well as its own enthusiasm and spirit. This helps make for friendly competition between the crews and this, in effect, makes for a better squad as whole.

Our rowing team is pretty well set for the season and the first races will be against Kings Point and the Bergensford boats. The Kings Point meet will coincide with the Bergensford race on March 29th here at Fort Schuyler. All the boats look quite trim and all the crews are coming along very well. The five crews which make up this year's team are as follows:

Light Blue  
1/c Kuchinskas (coxswain)  
4/c Maddox  
4/c Wendelboe  
4/c Steiner  
2/c Dumbleton  
4/c Shand  
1/c Rodgers  
4/c Nathanson  
4/c Allen  
3/c Robinson

Dark Blue  
1/c Van Brunt (coxswain)  
1/c Allen  
2/c Seybold  
1/c Carroll  
4/c Osborne  
4/c Macksey  
4/c Hamblett  
1/c Huvane  
4/c Trendell  
1/c Pendzick

Red  
2/c George (coxswain)  
3/c Klepper  
3/c Parent  
3/c Maxson  
3/c DiSalvo  
3/c Tucker  
4/c Bresg  
3/c Keane  
4/c Buch  
2/c Silva

Gray  
1/c McLaughlin (coxswain)  
1/c Auger  
3/c Nagle  
3/c Parker  
4/c Bath  
2/c O'Brien  
3/c Antweiler  
4/c Port  
4/c Staats  
4/c LaGuardia

Gold  
1/c Seim (coxswain)  
3/c Gonzales  
4/c Thoens  
3/c Nichols  
4/c Smith  
3/c Falci  
3/c Charnews  
4/c Jang  
4/c Winters  
4/c Krauss  
4/c Toscano



photo by Merkel

Coxswain Bill Mc Laughlin guides his boat to shed after tough morning workout.

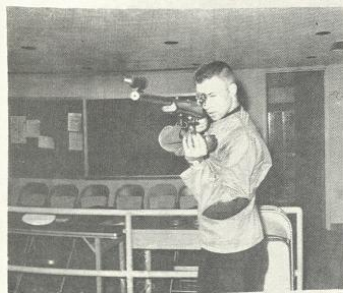


photo by Merkel

Cadet Gliwa, 4/c in 'Standing Position' prior to Brooklyn Poly meet.

# Judo Club News

by C. Broder and D. Motheson

The sport judo team of the Maritime Judo, Jiu-jitsu, and Karate Club held its first full-team match of the 1966 season in the multi-purpose room of Riesenberg Hall on Friday, February 25, against Stonybrook College.

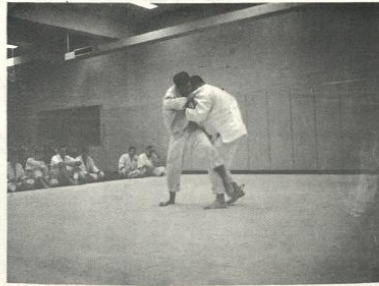
The match consisted of ten judokas of each team competing for team points. The Maritime team proposed that the ormal match be conducted by weight, disregarding belt rank. The suggestion was readily accepted by Stonybrook's coach, Dick Dunlavy. Afterwards, individual matches were held by challenging members of the opposing team, usually by belt rank.

Jack Atwell, leading off from the lightweight end of the team line-up, started things rolling by winning his match by submission. Pete Power and Don Matheson followed with subsequent wins using holding techniques, adding 20 more points for Maritime. Denis Darrin downed his opponent, Drubin, with a waza-ari (half throw) followed by Mike Martell's hard fought match, ending in a draw. Chuck Brader demonstrated an excellent touch by winning with an ippon (full throw). George Sacco also won with an ippon, over his opponent, Mondshein. This match was wrapped up by Chuck Terembes and Chuck Boykin, both using submission holds, bringing the final score for Maritime to 77. Maritime gave only 10 points to Stonybrook's captain, Galluchi, a green belt, in a close match fought well by Rus Briggs.

The individual matches which followed met with equal success. One of the exciting highlights of the evening was Mike Martell's hip throw, skillfully demonstrated against Mondshein, one of Stonybrook's green belts.

The future of the judo team looks promising with the advent of many new interesting and aggressive club members, including Benny Darran, Pete Power, Mike Martell, and Rus Briggs. The new members of the club have seen victorious action against Newark College of Engineering and Stonybrook's white belt teams earlier in the season. The team eagerly is looking forward to the upcoming matches with West Point, New York Ac, Newark Colleges of Engineering, Grumman Aircraft, and especially toward the results of the Eastern Collegiate Judo Championships in March.

Judo is a year-round sport at the Maritime College and it is rapidly becoming more and more popular in the United States. One only has to see a match or practice session to be impressed and interested by what he sees.



G. Sacco, 2/c resists Mondshein's O-Soto-Gari before throwing him with O-Uchi Gari.

photo by Merkel

# Trolls '66 By The Lee

by Steve Moscovitz

by John Luard

Trolls are generally known as supernatural creatures who inhabit subterranean dwellings under bridges. Here at Maritime, under the Throgs Neck Bridge, the lacrosse team has come to be known as the "Trolls" because not only do we live under a bridge, but we even practice under another bridge, the White-stone Bridge.

This year's tribe has little experience. However, this is overcome by a fantastic amount of drive and the "great spirit".

Led by First Classmen Dina and Souza, the hard-hitting dynamic duo, the Trolls meet some of the toughest competition in the country. Hofstra, Ohio State, Villanova and CCNY are a few of the top teams that the Trolls have to face.

The impenetrable defense is led by Dina and braced up by Kriete, 2c, Nolan, 3c, and White 3c. The well-conditioned midfield of Souza, 1c, Dryer, 1c, and Miller, 4c, is backed up by O'Leary, 3c, Kirkland, 3c, Rapp, 3c, Harlow, 3c, Connaughton, 1c, and Mattis, 2c. Our goal hungry attack is comprised of Wilson, 3c, Laraway, 3c, Hazelwood, 3c, Smith, 3c and Stock, 1c, and they are out to stack up a large number of points this year. If, by chance, the opposing team gets through this formidable lineup, they will find the goal well protected by Ghel, 4c, and Robinson, 3c. Meanwhile the tug hopefuls, Berrick, Piotrowski, and Nixon, will be building their skills as first-year men.

Every team has its injuries. Ours, unfortunately, is John Hagedorne, 2c, who would have played midfield. Not wanting to sit on the sidelines, John has been giving the team valuable advice as player-coach. The clan appreciates his help.

Our coach, Dr. Millington of the Deck Department, a former all American, has scheduled the best games to be seen in Maritime this year. He is truly devoted and drives the team with a verbal whip to near perfection. He is ably assisted by his four managers Kedenburg, 1c, Rym, 2c, Rush, 3c, and Moskovitz, 4c.

# Intramural Summary

Coach Larry Sciacchitano has enhanced the intramural program for this season by bringing wrestling competition to the scene. As of now only three events have been completed, touch football, volleyball and basketball. Handball, squash-raquets, and wrestling are now in progress. Below is the class scoring so far in the race for the Admiral's Trophy.

Touch Football	
1st 3D	100 pts.
2nd 2D	65 pts.
3rd 1E	40 pts.
4th 4E	20 pts.
Basketball	
1st 1/E	100 pts.
2nd 4D	65 pts.
3rd 3D	40 pts.
4th 2E	20 pts.
Volleyball	
1st 3D	75 pts.
2nd 1E	50 pts.
3rd 4E	30 pts.
4th 2D	15 pts.

Under Commodore Pete Boemi, 2/c, the sailing squadron is nearing the split he hopes for. Eventually, the Shields team and the dinghy team will be as separate as the schooner crews now.

So far this policy has been very successful. The fitting-out of the Shields sloops has been progressing very well and each boat is developing a personality. This year, for the first time, there is a "mug" boat. Hugh Straub is the skipper and he has installed great enthusiasm among his crew. Most of them are inexperienced but, if they continue their present vigor, "Barbara" may surprise past speedsters.

In the past Second Classman Bob Goldman's "Dainty" has shown her transom to many competitors. He has gathered an excellent crew, including Tom Flynn, and Ken Weinbauer, and at this stage "Dainty" is the boat to beat.

Bob Homestead 3/c, is inexperienced as a skipper but his boat, "Virginia", is a real mover. She may be the fastest Shields afloat, winning the National Championships last summer while on charter. Homestead and his crew have a lot to learn; but he is hoping that "Virginia's" speed will help him through the first difficult weeks.

Jerry Smoenk, 2/c, has three savvy aides in his bid to move "Patience" to the top. They are in the form of Mel Lockwood, 1/c, Dave Ryan 2/c, and Jim Whitcomb 4/c. Over a long season a good and dependable crew makes a big difference and if Smoenk tunes "Patience", she may be a real sleeper.

In every fleet there is a "pig boat." In the past "Rebel" has had this dubious distinction. John uard, 3/c, is tearing her apart and hopes to put her back together so she is fast. He has an able assistant, Larry Ames, 4/c. Ames will do most of the helming as Luard feels Larry has the know-how to correct any weakness left in "Rebel". If the work is finished before the cruise "Rebel" should get out of the bottom.

It is interesting to note that only Straub and Ames did any racing before coming to Maritime.



photo by Merkel

Rich Stock, 1/c, ready to bat out serve in current handball intramurals. Teammate Mascola looks on.

**Lt. Nolan**

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Lt. Nolan, Admiral Moor, Capt. Phillips

Mr. Nolan is fluent in Spanish and the rest of the family is also linguistically inclined. He has two sisters, Nancy, a housewife, and Frances, who doubles as a housewife and a professor of Spanish and French graduate courses at Adelphi. His brother, Donald, graduated from Maritime in 1961 and he is now in the Navy out of California. Donald has extended his original contract so that he can take courses which he hopes will lead to a career in the foreign service with the

**Hess**

(Continued from Page 1)

1964 to try his hand at the Hayden Planetarium as an associate astronomer lecturing and instructing in astronomy and navigation.

Originally, he had started his Maritime teaching career in 1947, after having spent one year at Bergen Junior College. From 1942 to 1946, he served in the U.S. Navy and achieved the rank of Lieutenant. Metallurgy is a specialized field of his and he spent one year with the American Zinc Company as a metallurgist, and two summers with Gulf's Aid to Education Program as a consultant in 1958 and 1959.

He graduated from Cornell in 1942, and got his Master's in 1947 and his Doctorate in 1952, both from Columbia. His publications include Chemistry Made Simple in 1955, a revision in 1962, and "Man in Space" in 1964. He is a member of The American Astronomy Society, The American Chemistry Society, and the American Association for the Advancement of Science.

He is originally from St. Louis and attended the parochial schools in the eastern sector. He and his wife, Ellen, live at 78 Buckley St. in City Island. They have one son, Fred now serving in the Navy.

**A SOLUTION TO POLLUTION**

Everyone who is affiliated in any way with inland waterways is concerned about the problem of increased pollution to these areas. This contamination not only lessens the beauty of the waterways, but also makes it considerably difficult for fish to survive. This was one of the topics covered by Mr. Howard Zeimer in his talk to the N.A.M.E. Club on Tuesday, March 1. Mr. Zeimer is the Special Projects Manager of the Pall Corporation of Glen Cove, L.I.

The Pall Corporation is currently manufacturing what they call an Automated Aerobic Sewage Treatment Plant. This apparatus converts all garbage and waste, which would normally be deposited in the waterways, into a pure, germ-free liquid which can be pumped out with no contamination danger to the local water area. This new type of sewage plant is presently installed on many ships and in several hotels and factories whose sewage drains into lakes and rivers.

It is felt that this new system of sewage disposal will soon be used as standard equipment on all ships and factory depositing areas, so that water contamination will soon be brought to an end.

**Maritime On T. V.**

(Continued from Page 1)

be of great importance to boat owners. The Basic Outline of weekly topics so far considered are as follows: The first week will be The Boat and Basic Equipment. Next will be Charts and Tools; Aids to Navigation; the Mariner's Compass; The Pelorus; Fundamental Piloting; Tides and Currents; Weather; Boat Handling; Seamanship; Safety; Rules of the Road; and the thirteenth week will have Publications for the Mariner.

The need is evident for information such as this and Mr. Carlisle hopes to reach many current boat owners as well as future ones. He feels if an effective series can be formally presented that a great service will have been provided. This program will help many who want to know the reasons for currents, understanding weather, reading charts etc.

Dr. Fred C. Hess, formerly a Maritime College faculty member (who is returning) will be the head of this project.

**Survive Changes**

(Continued from Page 5)

she is building a merchant fleet. The challenge of new dimensions has come from this new source of competition for freight dollars. What can be the impact

interested in having an instructor for, perhaps a gymnastic club. If the results are favorable, the hiring of a part-time instructor would be investigated.

2. Approval has been given to the N.S. Meyer Co. to present a finalized version of the metallic hat device. This will then be presented to you for final approval.

Comment: Admiral Moore, Captain Spring and Captain Cascini seemed pleased with the artist's drawing of the new device. The Admiral authorized the Council to have a sample struck through Mr. Shost of the Ship's Store. The final decision will be made after viewing the finished sample.

3. Academic Stars have been distributed by the Ship's Store to deserving cadets. Favorable comments have been received. Comment: The Admiral, Captain Spring and Captain Cascini were all pleased with the new Academic Stars and they said that they had received many favorable comments also.

**Dr. Cain**

(Continued from Page 3)

They then hope to go to Bayamon, Puerto Rico, to see the other segments of the family tree. He has even vowed to study and learn Spanish well enough so that he can be taken for a native and not like a tourist.

In conclusion, Doc said to be sure and express his thanks and appreciation to all the wonderful people at the college who have made his trying days much more cheerful and bearable by all the expressions and tokens of true and lasting friendship. He is totally grateful and will never forget.

**Pranksters visit regimental office --**



Recent picture of the construction progress on the new Science and Engineering building. photo by Merkel

**Campus Belles**



Miss Linda Schmitt, a pert blue-eyed blonde, hails from Wychoff, New Jersey. A graduate of Ramapo Regional High School, she is now a freshman at Muhlenberg School of Nursing in Plainfield.

Linda is just the incentive that keeps Cadet P.W. Tramel, 3/c going from week to week. Linda, in her spare time, is a water bug. Her interests include water-skiing, surfing, and just "catching rays."

After graduation, Linda intends to enter the field of pediatrics in the metropolitan area.

**AMMI**

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sure a healthy and viable shipbuilding industry. However, the amount of construction aid which may be provided in any given year, or succession of years for that matter, should not in and of itself control the number of ships built for American-flag operation. There is no logical relationship between appropriations for construction subsidy and the size of an American merchant fleet adequate to carry all our domestic trade and a substantial portion of our foreign commerce -- as the Act of 1936 contemplates. It is, therefore, a grave mistake for such a limitation to be imposed by law. Neither the size of the American-flag fleet nor the increased opportunities for employment in the seagoing trades nor improved service to shippers should be restricted by the limited appropriations now available or which might be available in the future for the support of shipyards or the construction of ships.

At present, there are three principal restrictions placed upon vessels built in foreign yards for American-flag operation. First, the 1936 Act requires that all vessels upon which an operating subsidy is to be paid shall be constructed in the United States. Second, the so-called Jones Act limits the operation of vessels in the coastal and intercoastal, as well as the non-contiguous, trades of this country to those built in the United States and documented under the American flag. (See 46 U.S.C.A. 11883). And, third, there are restrictions in the Cargo Preference laws confining their benefits in certain respects to American-built vessels. (See, e.g., Public Law 87-266, dated Sept. 21, 1961).

Under existing law, an Ameri-



Miss Gerri Tarbona, a native of Syracuse, is the reason for Cadet Steve Daugard, 1/c, counting the days until leave. This June she will Graduate from Most Holy Rosary High School. Gerri is an avid sports fan and enjoys sailing. Her other activities include being a cheerleader, a soloist with her school choir, and an accomplished pianist. Her future ambition is to work for an airline company.

can can build abroad, document the vessel under the American flag and operate it without an operating subsidy, without cargo preference, and exclusive of the domestic trades. The right is, to all intents and purposes, worthless. Proof of this is the fact that no vessels have been built under those conditions. Hence, it is the conclusion of the Institute that all such restrictions should be removed, with respect to vessels newly constructed under this program. This would place shipowners in a position comparable to that which owners of other American transportation equipment (railroads, airlines, trucks, etc.) now enjoy.

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