

VOLUME XVII NUMBER 8

PORTHOLE

7 JUNE 1966

PORTHOLE



Admiral Stephens Speaks at Commencement

On Tuesday morning, 7 June, more than 100 ex-cadets will file out of St. Mary's Pentagon armed with their newly-acquired licenses and their hard-earned degrees, most of them on their way to shipping out in an all-out effort to ease the manpower shortage of the Merchant Marine Viet Nam fleets.

There are fifty-four engine, thirty-two deck, thirteen nuclear, and sixteen M and O seniors slated to participate in the graduation ceremonies beginning at eleven o'clock. Of these, eleven will not officially receive degrees until August because of extraordinary circumstances.

The ceremonies are scheduled for the Pentagon unless bad weather makes it necessary to move inside to Riesenberg Hall. The band will provide the music and render salutes while the seniors' families and close friends assemble. After the grand entrance, the academic procession, and the National Anthem, the invocation will be given by the Rev. Joseph D. Huntley, director of education at the Seaman's Church Institute.

When Admiral Moore finishes his address of welcome, Capt. Spring will officiate at the awarding of the prizes. These include academic, professional, and other special awards.

Then comes the highlight of the speechmaking. Admiral I. J. Stephens will deliver the graduation address. He is the Commander of the Third Coast Guard District with headquarters in New York.

After the main speech, Admiral Moore makes a return appearance to confer the degrees. He will be followed by Admiral Stephens who presents the graduates with their licenses and administers the oath.

Official orders for the graduates being commissioned in the U. S. Coast and Geodetic Survey will be presented by Capt. Miller J. Tonkel, USESSA. He is the chief of the New York field office.

Admiral Stephens puts the finishing touches on the program when he presents official orders to the graduates who are entering the Coast Guard Reserve. Just before the recessional, Rabbi Joseph Spevack will deliver the benediction.

Lt. Allen Appointed S.D.O.



cer for Moore-McCormack Lines and the United States Lines. While serving with the latter, he sailed on the bridge of the trans-oceanic liners America and United States. His last ship was a newly-automated and containerized freighter, owned and operated by the United States Lines. Lt. Allen now holds his Chief Mate's license.

College life is nothing new to Lt. Allen. Not only did he graduate from the Maritime College, but he also majored in English at Columbia University for two and one half years. He has studied Oceanography at Johns Hopkins University and Theatre History at the University of Stockholm in Sweden.

Lt. Allen feels that in general the changes that have taken place since his graduation are for the better, but he also feels that there is room for maintaining those traditions which have continued since the early school ship days. This sense of tradition must undeniably be considered conservative, but such conservatism is important in any military type of training.

With the retirement of Commander Clark, Lt. Nolan was promoted to the post of Executive Officer of the training ship. This promotion left a vacancy in the Duty Officers staff.

After many months of searching for a suitable replacement, Lt. Robert Allen was installed as the new Staff Duty Officer. Lt. Allen graduated from Fort Schuyler and has led a varied and interesting life since his graduation in 1954. He now holds the distinction of being the only member of the staff of Duty Officers who has not married.

Lt. Allen has served two years in the active Navy. Also he has served as second and third offi-

Drawing from his vast sea experience, Lt. Allen states that there is a great need for college educated ships' officers. The operating personnel on merchant ships lack a creative approach to the Maritime industry, which points out the great need for college graduates in the Maritime field according to the new staff duty officer.

New Engineering Curriculum

Plans for a completely revised Engineering curriculum were approved by a majority at a meeting. These changes were prompted by the ever-changing demands of the Marine Engineering industry. They will enable an Engineering student to choose from three separate courses leading to the degree the student most desires.

The new three-way curriculum is as follows:

1. A course of study leading to a B.S. degree in Marine Engineering operations. The studies will include the theory and practice of the operation of present and future propulsion plants. It will also include increased emphasis on the humanities and social studies.
2. A course of study leading to a B. E. (marine) degree. This course will include emphasis on design of Power Plants, and accessories of surface and sub-surface ships. Math, humanities, and social studies will make up an important part of the studies.
3. A course leading to a B of E. (naval arch) degree. This course will also include increased emphasis on math, social studies, and the humanities.

Entering students will share a common freshman year and summer sea training period. After completion of their "mug" cruise, they will choose one of the curriculums to follow. Prospective nuclear students would branch off at the end of their third academic term.

It is not known when the new curriculum will go into effect. It has to follow the proper channels, including final approval by the State University trustees before becoming a reality.

Man Of The Year

This distinction is unanimously awarded to Robert Flint, graduating senior for his sharpness in appearance, the gleam in his eyes, the agility of his brain, the cut of his hair, the charm of his smile, and his precision in gait.

The fact that he was editor of the Porthole had very little to do with his selection.

Dr. Rosen to Lecture in Europe



After many years, months, and days of intensive and dedicated study, Prof. Stephen Rosen of the Science Department achieved one more important goal in his lifetime. Last week he was awarded his doctorate in Astro-physics from Adelphi University in Garden City. The subject of his thesis was "The Origin of the Cosmic Radiation".

In the recent past, Dr. Rosen has won acclaim for himself and the Maritime College by publishing articles in scientific journals and presenting papers at meetings of learned societies. He continues his activities this summer in Europe where he will address the Fourteenth International Astrophysical Symposium at the University of Liege in Belgium on 20-22 June. This convention is sponsored by the Institute d'Astrophysique at Liege. The title of his paper is "The Galactic Nucleus as a Source of Energetic Particles".

Ex MAA Retires

Joe Sauve, chief carpenter of the maintenance crew since 1962 is planning to retire within the near future and go to Florida where he will establish temporary quarters in the vicinity of Fort Lauderdale.

Before assuming his present position, Mr. Sauve for many years was Master at Arms of the Cadet Corps. He spent many Thursday afternoons with many battalions on wind-swept Newport Field, and he went on many cruises aboard the Empire States. To many alumni, he was all the assistant deans rolled into one.

which is based on research work in theoretical astrophysics that he performed at the NASA Institute for Space Studies.

He has also been invited to attend the International School of Non-linear Physics at the Max Planck Institute of Physics and Astrophysics in Munich.

April Dr. Rosen spoke before the American Physical Society in Washington, D. C., on "The Energy Spectrum of Secondary Galactic Cosmic Ray Antiprotons". His talk was very well received by the many scientists at the meeting. Dr. Maurice Shapiro, chief scientist of the laboratory for Cosmic Ray Physics of the U. S. Naval Research Laboratory stressed the importance of encouraging good research in institutions such as yours which have a good nucleus for such endeavor" in referring to Dr. Rosen's work.

In March, he attended a meeting at Hampton, Virginia, where he presented another research paper before the American Astronomical Society.

The new Dr. Rosen feels very strongly about research. He thinks that it is important for research to receive more encouragement so that it will flourish at small colleges such as Maritime so that students may benefit from the good teaching which results from good research.

Dr. Rosen will be on his own while in Europe. Travel funds for his visiting lectures unfortunately were not made available by State University. However, he feels that the worm will take a turn now that he has his doctorate. He has been an assistant professor of physics at Maritime since 1960.



Mr. Sauve and his wife, Anne, who used to work in the Administration Office, have sold their house in Armonk and are all ready to go. Their many friends among the Fort Schuyler staff wish them all the best of health, happiness, and new friends in their Southern environment. They will join the growing number of ex-Maritimers in the Sunshine State including the Porters, the Gregorays and the Arkinstalls.



Published, except during school holidays, examination and vacation periods, by the Cadets of the State University of New York Maritime College at Fort Schuyler. Subscription rate: \$3.00 per year.

The editorials and other comments in The Porthole are only those of the editors and staff and they do not necessarily represent the opinions of the administration, faculty or the cadet corps.

EDITOR Zan Ricketson
MANAGING EDITOR Ed Martin
SPORTS EDITOR Ed Daszewski

DEPARTMENT HEADS

ART Gary Woglom
BUSINESS Mike Pascale
MARINE Ed Van Loenen
PERSONNEL Lon Lutz
PHOTOGRAPHY Fred Wanamaker
TRANSPORTATION Bob Rush

Writers and Assistants: I.D. Nathanson, S. Daugard, A. Cambacorta, D. Dutton, J. Wagner, R. Beza, D. Jason, D. Ebbert, H. Huth.



First, our congratulations to the seniors who successfully overcame the local obstacle course and will soon be sailing in the most obvious direction. They merit our good wishes and blessings.

Second, more of the same to the many undergraduates who passed the courses and therefore get to stay around for another shot at Europe. We also wish lots of luck to the unfortunate drop-outs and advise them to volunteer into the Navy before they get drafted. (One of these wished us luck during our two remaining years here. We wonder what he meant).

Third, our sincere appreciation to the members of the Faculty and Administration who have helped us in many ways, shapes, and forms. We ought to be ashamed to say it, but without this help, we couldn't operate.

Our thanks to all the ladies who are always kind and patient enough to lend us aid and comfort whenever we need it. This goes for the lovelies at the Fort and the cuties at the printer's.

For all your help, we are entirely grateful.

We would also like to thank Prof. Hidalgo for his many hours of hollering at us to clean the office and mail the last issue. Without his help, many issues would have been slower and harder in coming. We'll see you next fall.

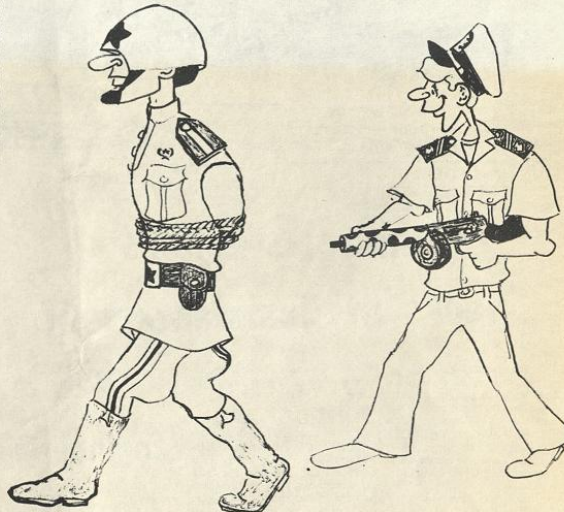


The Porthole Staff took over this semester with the idea of producing an informative as well as interesting paper. We wanted to be noticed, and we feel we have been. Not all the comments we have received have been favorable, but at least we get comments. To make an interesting paper for the students, we require interest of the students. With the help of the Regiment and with hard work, we hope to return next semester with a much improved Porthole.



Once again it is cruise time, which means that we shall be on exhibit in various European ports for several weeks. We shall be the polished and spotless articles in and about our own floating showcase, the EMPIRE STATE IV. We shall be scrutinized and checked from day to day by everyone for the least little flaw or blemish in our demeanor.

Souvenir of East Berlin



Cruise Notes

Therefore, it is up to each one of us to see that we are always at our very best as far as our manners, speech, appearance and other items of decorum are concerned. In other words, keep our noses clean, our nails scraped, our clothes buttoned, and our foot out of our mouth. And don't get seasick on the beach.

When in the lowest depths of doubt, just keep in mind that many others who stay home would give almost anything to go to Europe; and that most of those who do get over there by other means pay a lot of money for the privilege.

Which should mean, we suppose, that we can consider ourselves lucky to be aboard.



The 1966 Summer Sea Training Period has begun. Without a doubt the cruise period serves as the lifeblood in the function of this school as a Maritime college. Specifically, the cadets are made aware of the purpose of their training, yielding the proper attitude necessary to fulfill their individual responsibilities. In addition, adaption to a routine and association with fellow shipmates results in the social attitude necessary for officers in the maritime industry.

However, certain ideas have been circulated around the campus that tend to play down the importance or adequacy of the training period. Some say the present program is inferior to that of Kings Point. Others say that the cruise is of little academic value and should be eliminated from the curriculum. It is our opinion that these essentially 'negative' attitudes not only generate a lack of pride in the cadets, but also create a block in progress along nautical lines.

The cadets here at the Maritime College are no different from those at Kings Point or any of the other maritime schools. They gripe and complain but somehow, most manage to graduate to become the fine officers they were trained to be. Many continue their education further to become leaders in the social and technical world.

We, of the Porthole Staff, wish to extend this note of encouragement to the men making their 'mug' cruise and hope that the upper class will help to make it worthwhile for them.

Upon the investigation of the different departments of the college, we found that everyone felt differently about the cruise. Most of those interviewed agreed that the cruise was an experience, but the general consensus as to why was different.

Commander De Simone says that the cruise promises to be an excellent one. He feels that this is true because he himself has visited all of the ports except one. The cadets will be exposed to a variety of cultures and peoples and can therefore look forward to many different experiences. He also reports that boat training in port will be limited to Palms and Coteburg for various reasons. He feels sure that most cadets will be pleased by this fact.

It is not a cruise. It is a training period for all cadets. This is how Prof. Foody describes this summer's voyage to Europe. He only wishes that he had had such an opportunity instead of going to sea the hard way. "Engineers play hard and work hard. But it pays off in the end."

Mrs. Magavero of the library staff feels that the cruise is especially good because it gives the cadets the opportunity to apply the theory learned in the classroom. She also feels that it is much more advantageous than the system that Kings Point uses because here the cadets have a chance to do all of the work themselves under supervision, whereas the cadets of Kings Point are more or less lost by being put on a large ship for the first time. Socially she finds it "marvelous". We are making the cruise at a good time in our lives, and she declares that she can notice a change in the Fourth Classmen after their first cruise. The only drawback is that we have a tendency to let "Europe take advantage of us instead of taking advantage of Europe."

That the cruise is somewhat questionable is the opinion of Dr. Goodman of the Humanities Department. He feels that it is an accepted fact that the Empire State IV is not a modern ship, and that there is a question of whether correct reconstruction of working conditions can be achieved. He thinks that there should be a re-examination to determine whether our way of training is as beneficial as that of Kings Point.

First Class Wins Awards

In addition to their degrees and licenses certain outstanding first classmen will be given special awards at graduation on June 7, 1966. The following presentations will be made.

The award of the Association of Marine Port Engineers of New York will be given to Cadet J.J. Ryan of Queens Village as Honor Cadet in Marine Engineering.

Cadet D. P. Charnews will receive the excellence in Marine Engineering Award given by the American Bureau of Shipping for the highest cumulative average of the last two full years of study.

The excellence in Marine Nuclear Science award given by the American Bureau of Shipping for the highest cumulative average will go to Cadet G. F. Finger of Staten Island.

Cadet R. R. Bruce of Port Henry will receive the Proficiency at Sea Award given by the American Seamen's Friends Society, the award of the Women's Propeller Club of New York for initiative, interest, leadership and encouragement of other cadets, and the Cadet who will make the most outstanding career Marine Engineer Officer given by the District 2, M.E.B.A., AFL-CIO.

The award of the Propeller Club, Port of New York for outstanding ability in Marine Engineering will be presented to Cadet R. W. White.

Cadet H. G. Kern of Hackensack, New Jersey, will receive the outstanding ability award in Marine Nuclear Science given by the Propeller Club, Port of New York.

The award for outstanding ability in Meteorology and Oceanography will go to Cadet R. M. Davis of Port Jervis. It is given by the Propeller Club, port of New York.

Cadet K. Siems of Brooklyn will receive the Excellence in

Marine Transportation Award given by the Propeller Club, Port of New York for the highest cumulative average.

The Kiwanis Club of Parkchester Award for Honor Cadet in Marine Nuclear Science was presented to Cadet T. R. Quay of East Berne.

Cadet J. M. Bishop of Liverpool will receive the Excellence in Meteorology and Oceanography Award for highest cumulative average in Meteorology and Oceanography. It is given by the Technical Research Group incorporated.

The Award for Honor Cadet in Meteorology and Oceanography given by the American Merchant Marine Institute, Cadet representing the highest tradition of Young Americanism presented by the Hague Post, and the Cadet who has done the most for Athletics given by the Faculty Students Association of the S.U.N.Y. Maritime College went to Cadet T. E. Allen of Roslyn Heights.

Cadet R. R. Kuchinskas of Elmhurst was presented with the Honor Cadet in Marine Transportation award given by the Maritime Association, Port of New York and the Proficiency at Sea Award given by the S.U.N.Y. Maritime College Alumni Association.

The award of the Marine Association of City of New York for Proficiency in Seamanship goes to Cadet D. G. Van Brunt of Babylon.

The Award for Excellence in Naval Science given by the N.Y.C. Council Navy League of the United States will be presented to Cadet R. J. Flint of Kings Park for having demonstrated outstanding officer qualities.

The Parents' Association Award given to the Cadet who has done most for the Maritime College will be presented to G.A. Meyer of East Northport.

Nolfo Wins Contest



Cadet Charles Nolfo, 2/C, has been awarded a two hundred dollar third prize for an essay written for a National Defense Transportation Association contest. Cadet Nolfo was presented his prize in ceremonies at noon formation on Monday, 6 June 1966. Present were Mr. Paulk of N.D.T.A., Admiral Moore, Prof. De Simone, and other members of the Marine Transportation Department.

Circle K

As the cruise approaches, the Circle "K" Club has begun preparing itself for the numerous beneficial activities it customarily performs. The club will operate under the leadership of the officers-elect. The new officers are; President, Steve Johnson; First Vice President, Gary Woglom; Second Vice President, Bob McAllister; Treasurer, Jim Tosney; and Secretary, Fred Lorch.

The club has purchased new irons for the cruise to be rented at a minimal rate in order to provide toys, parties and ship tours for orphans in various ports. In addition, the Circle "K" will operate a laundry service in each port which will enable "debs to fix" their uniforms dry cleaned and pressed ashore.

Faculty Notes

Humanities

The Humanities Department is undergoing some changes as of this coming September. Two of our interne instructors are leaving Maritime this spring. Mr. Carleton S. Tritt, former Instructor in English, will take on the position of Assistant Professor in English at the SUNY College at Buffalo. Mr. Tritt's position will be taken by Mrs. Libby Hummer, who will be completing her second year of instructing at Maritime after one year's absence. Mr. Thomas J. Sobchack, Instructor in English, is also leaving Maritime and will take on the position of Assistant Professor in English at the University of Utah. Mr. Sobchack's position will be taken by Mr. Louis Phillips, a graduate of Stetson University and now working for his PhD at Hunter College. Of special interest is the election of Dr. Goodman as Vice President of the N. Y. Metropolitan Conference of the American Association of University Professors. Prof. Semitsch, our representative in the Faculty Senate of the State University of New York, has been appointed Chairman of the Senate Committee on Faculty Governance.

Progress is the word within the Humanities Dept., and it is being carried out to the fullest. The Language Dept. has undergone a few changes. For the first time next semester, Cadets will be able to start their studies in languages in the first semester of the third class year. This will enable Cadets to complete their language requirements before the seminar semester of the first class year. As of next Sept., all language courses will be 3 credit courses. In addition, with the completion of the new Language Lab, all language courses will have lab sessions. Concerning the new lab a contract has been made and the transformation of the present Conference Room, A-18, into Maritime's new Language Laboratory will be completed by this fall. The air-conditioned lab will be a centralized, remote-control, 30 station affair. The lab will have full listen-record facilities with dial control.

Another facet in the Humanities Dept. program for next fall concerns the incoming fourth class and English 101. A select, qualified, group of about 40 Cadets will be given the opportunity of being exempted from English 101. The Cadets will be chosen on the basis of College Board and Entrance Exam scores, plus their general high school performance in English.

There will be some changes within the structure of the Department of Engineering as of this September. Mr. Robert A. Mistrion, an assistant instructor in Engineering, will be leaving Maritime for a position as an engineer for a cosmetics firm here in N.Y.C. Mr. Barry Hanish, also an assistant instructor in Engineering, is also leaving Maritime this spring. Mr. Hanish will be taking on the position of engineer for the Hughes Aviation Corp. in California. Mr. Mistrion's replacement will be Mr. O'Neil who has just returned from a six-month stop in Viet Nam. Mr. O'Neil will take on the duties of Assistant Instructor and watch standing officer this September. Mr. Hanish's replacement will be Mr. Dreyer, a member of the class of '66.

In addition to the departures and arrivals of faculty members, two new Assistant Professorships in Electrical Engineering and Naval Architecture will be established for the upcoming year. Interviews for these positions are going on at this time. Of special note are the promotions, within the Department, of Mr. Robert Zubaly, former Associate Professor and now full Professor, and Mr. Aaron Kramer, former Assistant Professor and now Associate Professor.

Newman Club

The Newman Club at its last meeting, elected officers for the 1966-67 year. The new officers include Joe Campbell, 1/c, as president and Pete DiPaola filling the vice-president position. Mike Torrento, 2/c, and John Haneweller, 2/c, will be the secretary and treasurer, respectively, with Hank Scully, 2/c, retaining his position as the Club's delegate.

New for the upcoming year is the office of social coordinator. This position will be filled by Dennis Jason, 3/c, whose responsibility will be to arrange the various social activities for the club.

Pre-Cruise Dance

The Pre-Cruise Dance, which was held last Saturday, was highly successful. It was ascertained that over 500 people attended this dance, which usually has an excellent turnout and is considered the major social event of the year. In addition to the excellent music provided by Jimmy Lamin and his 14 piece orchestra, a delicious buffet dinner was served. The setting of the dance was a fishermen's wharf. Much work was put into decorating Risenberg Hall by Bill Dalmer and the members of his Dance Committee. Without the committee's untiring efforts, the social events of Fort Schuyler would never be as successful and as greatly attended as they are.

Trivial Results

Due to the overwhelming disregard for our first Trivia Test, the Porthole Staff has reluctantly decided to discontinue this popular feature. We would like to extend a hearty "well done" to our Trivia experts on the Staff, and a big "Same to you, fellas" to the Regiment for its response. And now for the most correct answers we could dig up for last issue's questions:

1) Who was the nasty little man on the Howdy Doody program?
Mr. Phineas T. Bluster, who else?

2) Who drove "Nellybelle"?
Roy Rogers' sidekick, Patrick Aloysius Brady

3) What gang was always after Scrooge McDuck's money?
The Beagle Boys

4) Who is "Our Man Flint"?
Bob Flint is not an acceptable answer. The only correct answer is James Coburn.

5) Who teaches Ding Dong School?
Would you believe Miss Frances?

6) What do the initials S. W. I. N. E. mean?
Al Capp says: Students Wildly Indignant about Nearly Everything.

7) What was Paladins first name?
"Wire", of course.

8) What goes "13 feet in the air" and when?
The "Semi Under Glass" on SUNDAY-A-A-Y-Y-Y!! (The "Little Red Wagon" only goes 11 feet in the air)

9) "Who knows what evil lurks in the hearts of men?"
"The Shadow knows."

10) Who was Commando Cody?
For those of you that answered I. D. Nathanson, consider yourself incorrect. Commando Cody was the star of Republic's wartime serials. He could always be found breaking up Japanese spy rings with his jet pack on his back and a bird pack on his head, or shooting down bi-planes in his 940 vintage rocket ship.

"extra bonus question"
"Even he who is pure in heart and says his prayers by night... may become a wolf when the wolf-bane blooms and the autumn moon is bright."
(IN CASE THE SUPERMAN CARTOON APPEARS)
We really hate to give up without a fight, so we would like to submit one final bit of nostalgia:

WHO AM I?

Who, disguised as _____, mild mannered _____ for a great metropolitan _____, fights a never ending battle for truth, justice, and the American way.

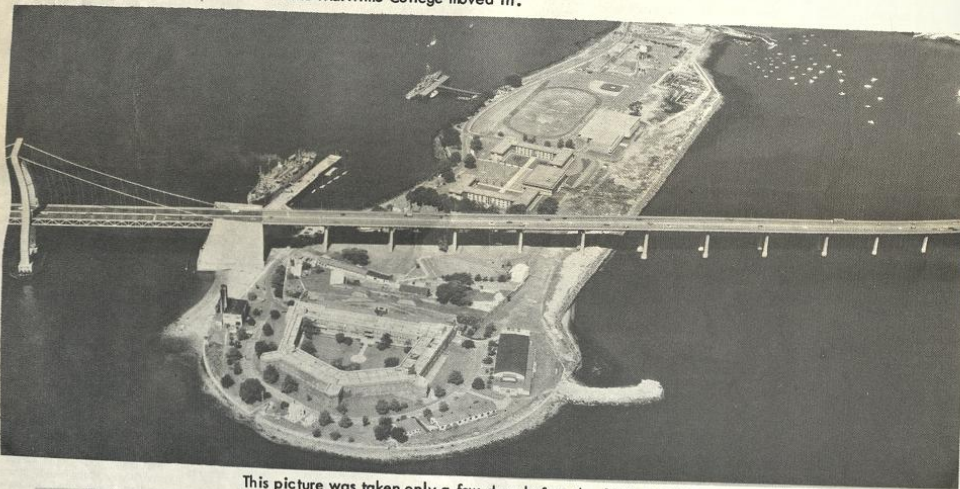


"You've been winding it too tight, hnn?"

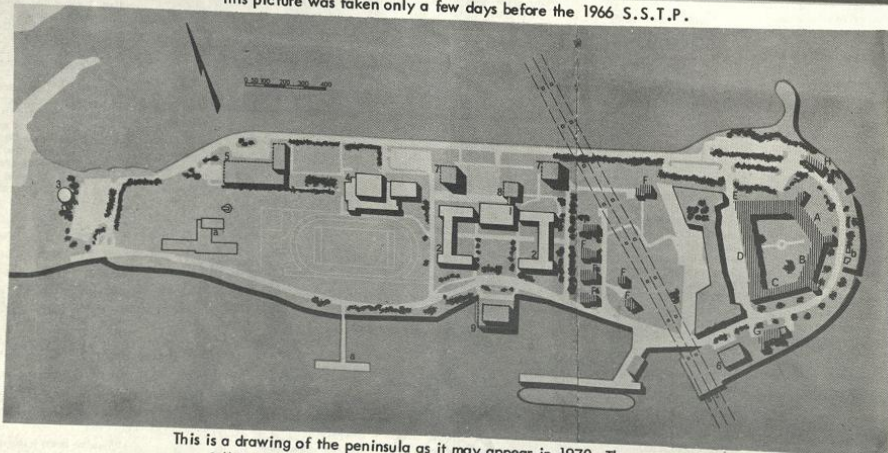
PAST PRESENT FUTURE



The above view of Fort Schuyler was taken in June of 1924, approximately 20 years before the Maritime College moved in.

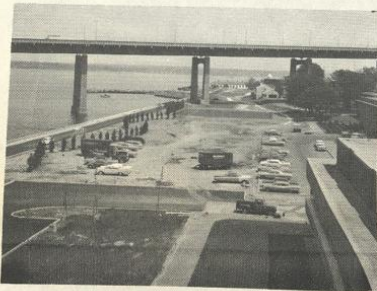


This picture was taken only a few days before the 1966 S.S.T.P.



This is a drawing of the peninsula as it may appear in 1970. The new buildings are as follows: 5, Science and Engineering Building; 6, unknown; 7, new dorms; 8, mess deck extension; 9, Student Union and Yacht Club.

PROGRESS



The pictures shown give a good indication of the amount of work and construction that's been going on during the past year. The large parking facilities and two tennis courts were completed just prior to graduation. The entire roof of the fort is being re-tarred and graveled.





The lib and mag building. 2. Into materials on a transparent, Navy graphy steadily such as Authorit Suffolk System i quent ca material of the s used ou two sep recently story ab Bounty. 3. Sou cal trait papers, amountn Schuyler be cons historian are.



Although the move from the old to the new Library took place between Thanksgiving and Christmas in 1964, it is only now that the completion of furnishings is drawing to an end. The Library should be completely furnished by the time school starts in September. Some chairs are still due and a few items connected with the Audio/Visual Services. The large item which has been for so many months delayed has been the Rear Projection System. This System should be completed

(to have all the bugs removed) within a matter of days. One program has already been given as a test. This was on Saturday, May 21 when a demonstration was given by means of tape, slides, and film for the benefit of the New York Library Club which had its annual library tour to Fort Schuyler. The program centered around the training cruise activities, especially the part which the Library plays during the summer program.

Most cadets have already used the Audio/Visual Lecture Room in connection with various classes and other meetings. These have been conducted together with the use of standard front projection and sound equipment which the Library has added in considerable quantity during the past year. The Rear Projection System is a \$16,000 array of equipment which will be operated by remote control from a lectern at the front of the Lecture Room. The capability of the system will be to operate in sequence a television set, a 16mm

motion picture machine, two combination slide/filmstrip projectors, a tape recorder and a phonograph. The two slide projectors can be run concurrently, making a comparison of two pictures at the same time.

Mr. Richard Corson is the Associate Librarian in charge of the entire Audio/Visual program. He has and will work with members of the Faculty and students to devise class or other types of programs using a combination of the best types of teaching devices which can be presented by means of the various machines. There is in the area a laboratory in which the best types of teaching devices can be developed and tested. In addition to the services already indicated, there is additional equipment for making slides, transparencies, and posters.

By September the Library will be in possession of over 300 albums of recordings. Some of these have already been available for students to use in the Music Room behind the Circulation desk. The recordings include

types such as basic orchestral and instrumental music, opera, selected outstanding works in the field of jazz, folk music, regional music and narrations, and literary works with emphasis on plays and poetry.

More nearly standard library services include microfilm readers and copiers and copiers of books and periodicals. The Library now owns The New York Times on microfilm, going back to and including 1910. It has been felt that most newspaper reports concerning contemporary maritime interest would have appeared from 1910. There are various maritime labor newspapers available on microfilm and also about twenty periodical titles running back to various years, depending upon what the need has been felt to be.

With the increase of book funds in the recent years, amounting to \$31,500 for this fiscal year, the Library has been able to provide for a greatly increased stock of books and periodicals. Although the emphasis on the col-

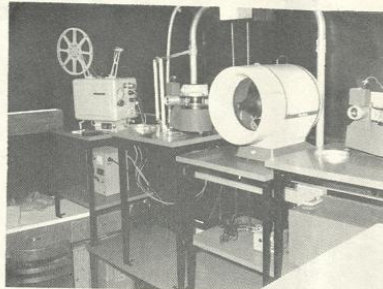
lection now standing at about 52,000 items is upon the various courses of study at the Maritime College, careful attention has been given to student personal interest, especially in the areas of sports and the fine arts, of course with particular emphasis on sailing and small craft. The provision of books and magazines has taken into account a selected variety of contemporary literature, including fiction, and current political and social problems. All materials in the Maritime College Library are available to students, faculty and staff. Most of the books other than Reference books are available for circulation out of the Library.

In that the Maritime College is one of the units of State University with responsibility to the general public, library services must necessarily extend beyond the College campus. These services involve the following:

1. Community just outside our gates: Throggs Neck area, in proximity to Long Island Sound, abounds in boating enthusiasts.

(Cont'd)

LIBRARY COMPLETED



Mr. R. Corson, the Audio-Visual Librarian, demonstrated the new Electronic equipment to the "Porthole" staff. This equipment includes a 16-MM projector, 2 slide projectors and a special T.V. projector (above.) This gear is remote-controlled from the master panel in the rear projection room (above left) and from the lecterns in front. Also in Mr. Corson's Department is the graphic arts room, where posters and displays for the Maritime College will be produced.



Mrs. F. Magovero, Associate Librarian, is in charge of all cadet services, including the new music center, (lower left) and the Master Mariners' Room (lower right.)

brary collection of books, magazines on sailing and boat g enjoys a wide popularity. terlibrary loan for mater- Maritime history, marine artation, marine engineer- ival architecture, Oceanog- and meteorology is y growing with libraries' is the Fort of New York ty, Grumman Aircraft, Cooperative Library, and others who are fre- allers for the use of our als or of photographic copy same. Life Magazine has our resources on at least arate occasions, more y in connection with a out Captain Bligh and the

source materials on nauti- ing and education and , prints and photographs ing to a history of Fort r are available and can sulted by scholars and ns, and they frequently

ng the past year and a half ve been four publications Maritime College Library. s with pictures have ap- in the New York Times section, Port Engineers inner Souvenir Program, sive Architecture, and rary Journal. In each in- here has been National as International coverage. sgs of considerable in- n the new Maritime Col- brary many people have re to visit. Perhaps one best known visitors was r Nelson Rockefeller e came to greet the Ship sturn last August. Among t important groups and als have been the parents s and alumni. Only last sitors included a Norwe- fillect, the President of ssachusetts Maritime r. (Some here will re- tained on page 12)



THE
TECHNICAL
SERVICES
OFFICE

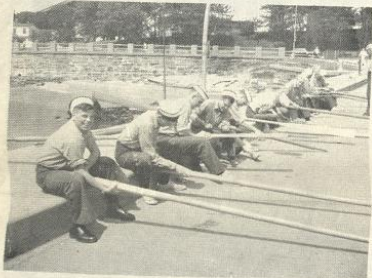
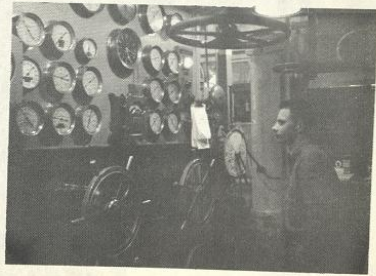
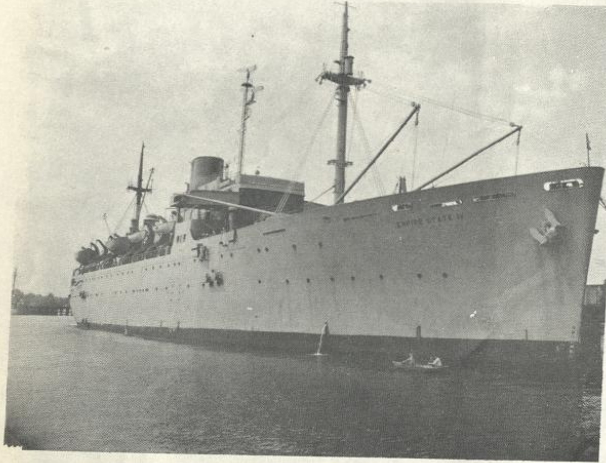


L-R Mrs. McGloflin, Mrs. Mrs. Cacciola, and Mrs. De- Solvo.

L-R Mr. Krastins, Mrs. Cacciola, Mrs. Jackson, Mr. Bogorff.



Pre - Cruise



panying photo, the fourth classmen were quickly forced to adapt themselves for the role of seamen.

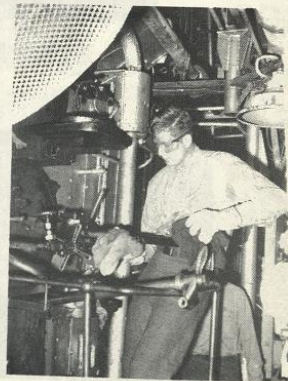
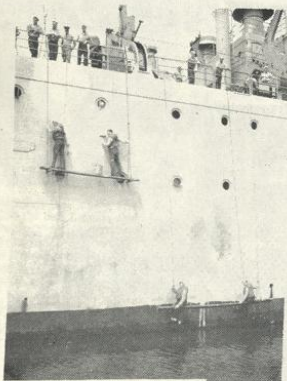
Assisting C.F.O. Metzger in his duties is first lieutenant Dennis Pepe. Division officers are Flynn, Egan, and Brown. Assisting them are ADOP's Heffernon, Buck, Petrov, Bailey, Turner, and Hall, MAA's are Detorres, Patton and Humanitski. Boat division will be administered by Boardman who will be assisted by Buemi and George. Administrative assistants are Plant, Forrest, and Hervey. Cadet Navigator is Nagle. Damage Control Officer is Aymmer and Signal Officer is Ratigan.



Under the leadership of C.F.O. Donald Metzger and C.C.E. Peter Holst, pre-cruise period became a reality for all the mugs on June 1. This year there was no break between final examinations and pre-cruise period and the transformation from shore to ship was rather sudden. All cadets had moved on board by Friday, June 3 and were busily preparing both themselves and the Empire State IV for 10 weeks at sea.

As can be seen in the accom-

Assisting CCE Holst are Division Officers Propst, Vare, and Kellett. They in turn will be assisted by ADOP's Robinson, Healy, Wilders, Saleeby, Kogut, Bartkowiak, MAA's are Cinelli, Yanzazzo, and Sacco. Administrative Assistants are Allen, DiPaola, and Dallmer. Fuel Oil rate is Dorney, Water Rate is Mogioni, Evaporator Rates are Ward, George and Cropper. Reefer Rates are Noyes, Connor, Del Percio. Maintenance Supply is Dumbleton and Machinist/Welder is Mellusi.



MARINE NEWS

By Edward Van Loenen

The Space Race and the Shipping Race

As was stated in the last issue of the "Porthole", this column will be devoted to making a study of the American Merchant Marine. In that issue, we presented the views and opinions of a master mariner.

For this issue we had hoped to interview Mr. Ralph E. Casey, President of the American Merchant Marine Institute. Unfortunately, Mr. Casey is on vacation, but we were privileged to talk to Mr. C. Bradford Mitchell, Director of Information of the A.M.M.I. The interview with Mr. Mitchell proved to be a very worthwhile and rewarding experience. He provided us with the text of a speech given by Mr. Casey to the Tulane University Institute on Foreign Transportation and Port Operations. Mr. Casey discussed the scope of the Soviet merchant fleet expansion and its implications for the United States and other western maritime nations. He warned that Russia already has more active merchant ships than we in every category except tankers, and that, over the past five years, her tonnage has increased at an average annual rate of 18.3 percent, as against 1.0 percent for ours.

We feel that Mr. Casey's words should be of interest to all cadets. Following is the full text of his speech.

Is Russia playing a "shell game" with the United States? Are we being duped into letting our merchant fleet "go to pot" by our concentration on the race into space?

Month by month the lead in the space race shifts from one country to the other. Expenditures are in the billions. Scientific knowledge is advancing at an increasingly accelerated pace. The American public is kept in constant rapture by the thrills and excitement of the gradual conquest of the outer world. The competition with the Russians adds zest to each achievement. And there is general accord throughout the country that we cannot afford to fall behind, regardless of cost.

But are we forgetting that Russian leaders have vowed to "bury us economically"? While the hot war rages in Southeast Asia, the worldwide "cold war" may have far more dangerous implications from a long-range point of view.

Russia has let it be known, to all who will see, that she regards the building of a strong merchant fleet as vital to her economic and political growth.

Less than two years ago, Senator Warren G. Magnuson said, in introducing a Senate Commerce Committee study of Soviet maritime expansion: "Soviet maritime goals, as expressed by Communist leaders, are: (1) To dispense with the use of foreign tonnage; (2) To exert a decisive influence on the world level of maritime freight rates; (3) To become a major carrier of the commerce of other nations." As to the latter, which he called a "wholly political" objective he described the sea lanes so that shipping will be required by those nations that have suffered their fleets to vanish or become immobilized by diversion of their customary traffic to Red-flag vessels.

Just last month, a London commentator on Soviet shipping developments, Noel Mostert, writing in The Reporter, added his opinion that "Unquestionably, Russia's ultimate goal is domination of world trade." He cited the all-out tonnage build-up, the fact that the U.S.S.R. "now trades in its own bottoms with more than sixty nations," the overt effort to outstrip the West in commercial services to the emerging nations, and the 1961 adventure in undercutting world market prices for oil, as clear signals of the overall policy. Officials of so conservative an organization as Lloyd's Register were quoted as calling the Communist shipping offensive a "formidable challenge," the object of which is "to capture cargo trade held previously by British and other lines."

So much for Soviet intentions. As for capacity to carry them out, the record is, to say the least disappointing. Starting with a 5-year plan in 1956, which was superseded by a far more ambitious 20-year plan in 1961, the U.S.S.R. has seemingly succeeded in achieving most of the schedules and goals which many western shipping men were at first inclined to ridicule as pure propaganda. Her numerical standing among the maritime

powers, by ship types, is especially significant, and ominous. Remember that these figures are given credence by such western sources as the Maritime Administration and the American Bureau of Shipping, and are not mere Communist propaganda.

In a number of passenger ships, second only to the United Kingdom, with the United States in seventh place. The same is true for refrigerated ships, except that we stand eighth. In general cargo vessels, Russia is surpassed numerically only by Britain and Japan. We are again seventh. The large dry-bulk carrier fleets under the flags of Liberia and Panama drop Russia to fifth place in this category, but this is small comfort to the United States, which is tied for tenth. Only in number of tankers do we still surpass the Russian total, holding fourth place among world flags, against her sixth.

The chief apparent weakness in the Russian drive is its failure, to date, to attain the tonnage level of the six leading flags. But even this continuing gap loses most of its significance when viewed in the light of prevailing growth factors during the 1960-1965 period. The statistical probabilities for the not-distant future are unmistakable in a comparison between mid-1965 tonnage standings of the ten leading flags and the rate at which each fleet has been growing.

Flag	Deadweight Tonnage
Liberia	28,506,000
United Kingdom	26,041,000
Norway	22,573,000
United States	14,665,000
Japan	14,618,000
Greece	10,092,000
U. S. S. R.	8,628,000
Italy	6,960,000
West Germany	6,932,000
Panama	6,823,000

Average Annual Increase
11.4%
10.6%
8.3%
1.0%
13.1%
13.5%
18.3%
1.7%
3.2%
1.3%

This shows that, as against the United States, with aggregate deadweight tonnage of 14.6 million and a five-year average an-

nual increase of 1.0%, or the United Kingdom, with 26 million tons and an annual increase of 0.6%, the U. S.S.R. has only 8.6 million tons but has been increasing its fleet at the rate of 18.3% per year for the past five years.

It would appear that Russia has the capacity to achieve her goals, barring a sharp alteration in the fleet expansion policies not only of the United States but of most of the "traditional" maritime nations. That the British, long masters of this sea, are becoming aware of this is indicated in Mr. Mostert's statement, "Maritime authorities here in London regard this program as second only to the Soviet space successes in political significance. They have no doubt at all that the merchant fleet will be Russia's most powerful economic weapon of the future."

This brings me to the third element of the problem: the ability and willingness of the United States to oppose and defeat this open drive for world maritime domination. This is a painfully difficult question to answer. That the United States has the power and the wealth to react effectively goes without saying. But our leaders in Washington, in spite of a great maritime past and bitter lessons in two world wars, seem unable to grasp the true value and the proper use of a strong merchant fleet. Only this can explain the seeming indifference not only of our people but of much of our government to this Communist challenge.

Consider some contrasts. At the war's end in 1945, we virtually abandoned fleet replacement for more than a decade. Russia, though far more seriously injured by the war, began the feverish build-up of her fleet by every available means: amassing reparations tonnage, wrongfully retaining her lend-lease Liberty fleet, exacting shipyard tribute from her satellites.

By the time we were ready to launch a fleet-replacement program, the Soviet 5-year plan of 1956 was already in operation. Although simple mathematics showed that we needed 30 ships a year to escape block obsolescence, we began by building 18 a year, a figure which has now

dwindled to 12 or 13. By contrast, as long ago as 1963, Russia's Merchant Fleet Minister announced that his country was adding two ships a week. By U. S. Government figures, 112 new ships hoisted the Red Flag in the twelve months ending last June 30.

In the summer of 1960, we had 1,010 privately-owned ships in our merchant marine, of 13,958,000 deadweight tons capacity. The Soviet Union, according to admittedly incomplete data, had 841 merchant vessels, of 4,512,000 deadweight tons. Five years later, we had 954 ships of 14,665,000 dwt.; the Soviets, 1,261 ships of 8,628,000 dwt. Then our respective tonnage standings among the world's maritime nations were: U. S. A. fourth, U.S.S.R. thirteenth. Now we are still barely holding fourth place (or were last July), while they hold seventh. In number of ships, we have already fallen to sixth; they have climbed to fourth.

Our statutes assert that we need a merchant fleet adequate to our commerce and defense. Undoubtedly, implementation of that principle has been thwarted for years by those who have felt that this country should put its resources into areas where we can compete on even, or better than even, basis with foreign countries. They have stated time and again that for shipping we should rely on foreign bottoms.

Is it conceivable that Vietnam has not taught that clique a lesson? Can we now rely on the ships of friendly foreign maritime powers to supply our forces in South Vietnam? We can't even get them to stay out of North Vietnam!

Four years ago, when the extent of Russian maritime expansion was just beginning to be understood, I said publicly, "We in this country have got into dangerous habit of thinking of merchant shipping policy on an 'either-or' basis. We are constantly asking and being asked whether we need a merchant marine for trade OR whether we need it for defense. The Communists know, and their actions show it, that trade and defense are no longer mutually exclusive. Trade IS defense today, and ships are the tools of that defense. The sooner this is realized by all of us, including the Department of Commerce and the Pentagon, the better."

That warning should be repeated again and again until action is taken to avert inevitable disaster.

Ship With A Brain

On April 26, a seven-million dollar floating laboratory was delivered to the U.S. Coast and Geodetic Survey by the Aerojet General Corp. of Jacksonville, Florida. This floating laboratory is the Oceanographer which is the newest, largest and most highly automated ocean research vessel ever built in the United States.

The keel of the Oceanographer was laid in July, 1963. On May 5, 1966, its first voyage terminated at Maryland Shipbuilding and Drydock where the Undersea Division of Westinghouse was to install a Prodec 810 computer which is the ship's one half million dollar electric brain. This unit will be the brain both of the Automatic Data Acquisition System and of the Centralized Engine Room Control System built into the ship. It boasts a 16,384-function memory core which can perform 100,000 arithmetical calculations per second. This will relieve the personnel of the job of

analyzing data that would normally take many weeks or months. In addition to all this the brain detects, locates and gives a warning for any malfunctions. It also types out a description of the problem at hand.

The 303-foot-long, 3,800-ton Oceanographer has a range of 13,000 miles and cruises at 16 knots. The vessel can remain at sea for a period of 150 days and can operate anywhere in the world.

It boasts a 400 horsepower bowthruster for maneuvering, a center well enabling divers to leave and enter the ship, and bow ports for underwater observation.

The Oceanographer is the fourteenth vessel of the Coast and Geodetic fleet. Her sister ship, the Discoverer, will be delivered later in the year and will be equipped with similar gears,

Science and Engineering Progress

The following photographs show the growth of the new building since our last issue. The College camps will undoubtedly be unrecognizable by all hands at the end of the cruise.



(Continued on page 12)

Tom Allen Heads 1st. Class Athletes

Regimental Commander Named 'Athlete of the Year'

On Monday, 6 June, Admiral Moore will present varsity awards to approximately one third of the Cadet Regiment. Each of these cadets has been active on at least one varsity team, but a number of graduating first classmen deserve recognition for their exemplary role in the field of athletics at Maritime.

Tom Allen of Roslyn Heights has been named "athlete of the year" at Fort Schuyler.



Tom Allen

Co-Captain of this year's undefeated wrestling team, Tom has also been active on the rowing team for four years, this year serving as captain. Tom, this year's Regimental Commander, has also been on the Cross Country team.

Sciacchetano Elected R.C.Y.

In the last issue of "Porthole" a short article contained the news that Coach Larry L. Sciacchetano had been nominated as the



'Rookie Coach of the Year' Larry Sciacchetano

"Rookie Wrestling Coach of the Year." Since that time, we are

pleased to report, Coach Sciacchetano HAS been awarded this title!

A native of Teaneck and a 1964 graduate of Montclair State College, Larry came to Maritime after spending one year the University of Georgia. He is 23 years old and will receive his Masters degree from Georgia this June.

As an undergraduate wrestler in Montclair, Larry compiled a 66-5 record and won himself the Metropolitan Championship in the 191-pound division four times. After arriving here at Maritime, Coach Sciacchetano began to build up our "rookie" team and foster a very enthusiastic interest in the sport within the cadet regiment. Amazingly, the team finished the season with an undefeated record and compiled a pinning average of 61.2%.

Besides coaching the wrestling team and acting in the capacity of instructor of athletics, Larry has lately been trying his hand at writing. One of his articles, "Wrestling for Younger Boys," has appeared in the May issue of the Physical Educator.



(NEW YORK GIANTS RETURN.) On Sept. 5, Labor Day weekend, the Football Giants will return to Fort Schuyler for the second time. They will remain here from two to three weeks longer than last year. When Yankee Stadium is available after the summer, the Giants will shift camps.

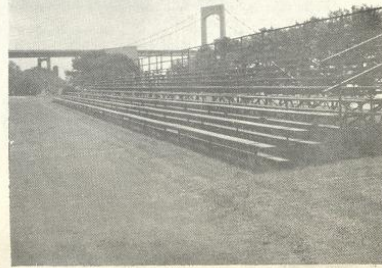
Third Class Takes Admiral's Trophy

The 1966 Intramural softball competition began on Thursday, April 21, with 4E defeating 4D by a score of 6-3. The following Monday, the second class deck beat their foes in the engine dept. by a score of 12-2. Then on Tuesday 1E beat 1D 14-10. On Thursday, 3D beat 3E by a score of 17-16. In the semi finals held the following week, 1E trounced 4E 17-4. The third class deck took their game with 2D by a score of 9-4. The championship game was held on Tuesday, May 17. Both 1E and 2D played a tight game but third class came out the winner to add 100 pts. toward the Admiral's Trophy. In the consolation game for third place, 2D beat 4E and gained 40 more points to the Trophy. Incidentally, the semi-final game between 3D and 2D was rained out twice before finally getting under way on May 15th.

On Monday, May 9th, the intramural field events were held in the gymnasium. In the standing broad jump, the third class deck swept all four places. Fred Guenther jumped 9' 8" for first place. Charley Kocheffo, Greg Brooks and Andy Kirkland finished first, second and third with leaps of 9' 5-3/4, and 9' 2-1/2 respectively. In the shot put event, Skip Swiatek, 3E, took first place with a throw of 35' 5". John Veprek, 3E, threw for 34' 4" to capture second place. Rich Kriete, 2E, took third with a throw of 34' 2". Tom Cimelli, 2E, took fourth place with a throw of 33' 10-1/2". In the running high jump, Brooks captured first place with a leap of 6' 0". Jim Touy, 4E, jumped 5' 10" for second place; Pat Cukierski, 4D, took third with a leap of 5' 8" and George Smith, 4E, jumped 5' 7" for fourth place.

The intramural track events were held on Monday, May 18th on Newport Field. A close 100 yd. dash was won by Warren Torns, 1D, in 11.1 sec. J. Jangl 4D, R. Brown 4D and F. Guenther, 3D, took first, second and third respectively. Torns also took the 440 with a time of 56.8 sec. Guenther, G. Geysen, 3E, and P. Power took first, second and third respectively. In the 880, Harry Trendell, 2D, finished first with a run of 2:23.8. Following him were Ned Cray 3D, R. Pruehauf, 2E, and R. Nichols 3D. Jeff Balogh, 4D,

(Continued on page 11)



(NEW BLEACHERS.) Two new bleachers have been moved on to Newport Field for the seating of spectators at athletic events and reviews. The main bleacher is 120 feet long by 10 rows deep. It will hold 800 people. The smaller bleacher is by the diamond, 32 feet by 5 rows deep, and will hold 100-150 people.

Fall Sailing Schedule Announced

DEPARTMENT OF PHYSICAL EDUCATION & ATHLETICS		
SAILING SCHEDULE - FALL 1966		
October	1-2	Inter-Academy Sloop Championships for Shields Trophy - Coast Guard, Kings Point, Navy Navy and Maritime At Kings Point
October	8-9	Greater New York Area Championships - Kings Point Cooper Union, Fordham, Iona, Columbia, Maritime, NYU, Queens and Wagner At Kings Point
October	15	Team Race Eliminations - Maritime, Webb and St. Joseph's At Maritime
October	16	Team Race Eliminations At Kings Point
October	16	Sectagonal - Maritime, Bucknell, Fordham, RPI, Wagner and Lehigh At Maritime
October	22-23	MAISA Fall Freshman Eliminations - Maritime, Kings Point, NYU, Columbia, Fordham, Stevens, Webb and Marist At Maritime
October	29-30	Shields Meet - Maritime, Kings Point, Navy and Hobart At Maritime
October	29-30	Annual Navy Fall Freshman Invitational - Navy, Princeton, Cornell, Georgetown and Marist At Navy
November	5-6	Team Racing Championships At Navy
November	12-13	War Memorial Regatta - 12 MAISA Teams from Area Championships - Coast Guard, Williams, 2 MGSA At Navy
November	12	Pentagonal - Marist, Maritime, Hobart, Iona, Wagner and Fordham At Marist
November	12-13	MAISA Fall Freshman Championships - Qualifiers from Eliminations At Kings Point
November	19-20	MAISA Fall Monotype Championships At Navy
December	3-4	Marist College Frostbite-Marist, Cooper Union, Iona, Queens, Maritime and RPI At Marist

Maritime 'Nine' Finish 6-4-1

Beat Aggies 4-3; Lose to Drew 3-1

On Thursday, May 12th, Barry Cooke took the mound on Newport Field with a 4 and 2 record. He then went on to pitch his fifth victory of the season as the Maritime Nine scored four runs against the L. I. Aggies' three. Maritime scored their first run on a walk and stolen base by Chuck Dreves, 4/c, and a run scoring single by Cooke himself in the second inning. Gene Regalbuto, 4/c, hit a three-run homer after Cooke and Tom Crawford, 1/c, got on base on an error and a fielder's choice. Cooke held the Aggies to three runs on seven hits while striking out two and walking two. His toughest inning was the fifth when he gave up two runs on three hits, a double and two singles.

After winning all their home games, the team headed for the last game of the season at Drew University in New Jersey. They lost the game 3-1 on a costly error in the fifth which resulted in two unearned runs. Lefty Kevin Brandt, 1/c, started and went

six innings in which he struck out six batters and yielded only two hits. Barry Cooke, relieving in the seventh, gave up only one more hit and struck out two.

Thus the Privateers finish the season at 6-4-1. With graduation, the team will be left without the services of Joe Bishop in right-field, Crawford at third base, and Brandt. However, Coach Reinhart has high hopes for next year's team as seen in the hard hitting from newcomer Gary Chiljean and the strong pitching from Barry Cooke.

Trolls Finish Best Season Yet

by Bryce Laraway

The Maritime College Lacrosse team finished its season strong with a three-game winning streak. The 4-5 record the team achieved this year was the best in Maritime lacrosse history.

In the middle of the season things looked bleak. We had lost to a very powerful Ohio State team and to squads from the N.Y.A.C. in practice games. Despite these losses, we played very well against Villanova, C.W. Post

and C.C.N.Y. only to lose in the end.

Then the team defeated Hartwick, 8-7. Willy Wilson, 3/c, got five goals and J. Hagedorn, 2/c, got two. Our goalie Ken Giel, 4/c, made 17 saves. After losing to Sienna, the team came back to defeat the LI Aggies 8-6 in game in which Wilson again scored five goals.

Then came the greatest game for us and our coach, Herb Millington. For years Dr. Milling-



L. to R. co-capt. Dina, coach Millington, co-capt. Clem Souza.



Goalie's view of Willy Wilson winding up to shoot.



Top Row 1. to r. Reid, E. Stuart, R. Petersen, R. Zanchelli, R. Groppa, T. Allen mgr. Middle Row: Recorden, C. Dreves, T. Crawford, J. Bishop, B. Cooke, G. Chiljean, M. Fristachi, R. Reinhart, coach. Bottom Row: R. Weaver, F. Fichtman, P. Bligh, G. Regalbuto, A. Annunziata, P. Mason, K. Brandt, F. Darcy.

ton has been looking forward to an upset victory and, in a game against Stevens Tech we finally gave it to him. Stevens has long been a power in the lacrosse world, but by playing a good, well paced game, we defeated them 10-6. In that game, Wilson tied the school record scoring seven goals and one assist.

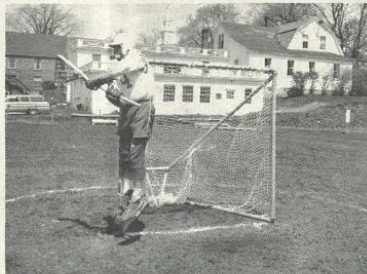
We wound up the season by traveling up to Nichols College where, before a huge 'spring weekend' crowd, we snapped their five game winning streak with an 8-4 defeat. That victory ended the fifth lacrosse season for Maritime.

This year's team consisted of a majority of thirdclassmen who hadn't played before. Next year we are looking forward to a strong team in which nearly all of the newest members will return. Only our star defenseman and co-captain John Dina, co-captain Clem Souza, Dick Dreyer, Matt Connaughton, and Rich Stock will not be on the roster. These men played this year.

Next year's team, with John Hagedorn as the captain, will have many returning stars. On attack, Willy Wilson, who totalled 32 goals and 10 assists, will be playing with Jeff Hazelwood, 3/c, and John Hagedorn. Hazelwood scored 9 goals and Hagedorn scored 6.

On midfield we'll have Jeff Miller, 4/c, who scored 7 goals, Bryce Laraway 3/c, Skip O'Leary, 3/c, Jim White, 3/c, Vic Rapp, 3/c, Go Smith, 3/c, Andy Kirkland, 3/c, Carl Mattis, 2/c, Rich Ryan, 3/c, and Lou Harlow, 3/c.

On defense we'll have Sandy Jones, 3/c, Dick Kriete, 2/c, Pete Nolan, 3/c, John Piotowski, 4/c, and Howie Berriek, 4/c. In the goal will be Kenny Giel, 4/c, and Tom Malanchuck, 2/c.



Goalie Ken Giel making one of his many saves.

1966 Baseball Squad

Academy Race Climaxes Rowing Season

by Fred Guenther

This year proved to be very good for inter-squad competition with three crews fighting hard to tops and to represent Maritime in the Academy race on May 24th.

On May 7th, the annual Alumni Race was held here at Ft. Schuyler. There were about 200 alumni present to witness Steve George's 'Red Crew' win the large two and one-half foot trophy. The final positions in the race were: 1) Red, 2) Lt. Blue, 3) Dark Blue, 4) Gray and 5) Gold.

On May 10th, a five boat race was held here. It included one crew from the Bergensjord, an American-Norwegian Lines ship, two from Kings Point and the Red and Lt. Blue crews from Maritime. The race started at 1400 and the final positions were: 1) Red-Maritime, 2) Bergensjord, 3) Kings Point, 4) Lt. Blue-Maritime, 5) Kings Point. After a few final elimination races, it was decided that the Dark Blue crew, coxswained by Dave Van Brunt, would represent Maritime in the Academy race.

On May 24th, the Academy race, the final race of the season, was held at Kings Point. In the past it has been held down in Washington D.C. The training ship Bay State, sporting the Massachusetts Maritime crew, and the 'State of Maine' carrying the Maine Maritime crew, docked in New York.

The weather was very rough, causing at least four re-starts. When the race did begin, Kings Point and New York were out in the lead. But as the race progressed, Massachusetts slowly pulled ahead of Van Brunt's boat and, with a very strong finish, almost beat Kings Point. The final positions were: 1) Kings Point, 2) Massachusetts, 3) New York, 4) Maine.

'67 Lacrosse Schedule

April			
Saturday	8	Hartwick	Away
Thursday	13	C.C.N.Y.	Away 3:00 p.m.
Saturday	15	Sienna	Home 2:00 p.m.
Tuesday	18	Long Island Aggies	Away 3:00 p.m.
Wednesday	19	Villanova	Home 3:30 p.m.
Saturday	22	Stevens	Away 2:30 p.m.
Wednesday	26	C.W. Post	Home 3:00 p.m.
May			
Wednesday	3	Fairleigh Dickinson	Away 3:00 p.m.
Saturday	6	Adelphi	Away 2:00 p.m.
Saturday	13	Nichols	Away 2:00 p.m.

Intramurals

(Continued from page 10)

ran the mile in 5:21.0 for the first place. He was followed by P. O'Brien, 2D, B. Laraway, 3D, and R. Ruck, 3E. In the 800 relay, the team of Bob Brown, 4D, D. Brown, 4E, C. Maddox, 4D, and J. Jangl took first place with a run of 1:43.9.

The final totals in the track and field competition saw the third class in front to secure first place and 100 Trophy points. These 100 points guaranteed the third class the victory in the race for the Admiral's Trophy. The final standings look like this: 1st...third class 722 1/2 pts, 2nd...second class 517 1/2 pts, 3rd...first class 480 pts, 4th...fourth class 270 pts.

Library

(Continued from page 7)

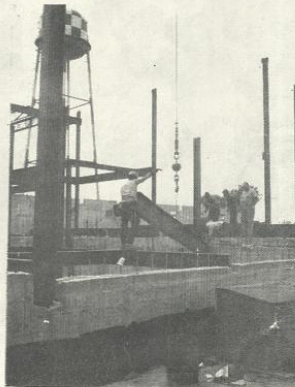
member Dr. Limouze who was once Head of the Maritime College Humanities Department) and the President of the Maine Maritime Academy.

There have been other special invited groups to visit. Last October came the Melvil Duis which consisted of seventy-five men who are heads of libraries in the Metropolitan area (Philadelphia to Boston), library school deans and teachers, publishers and library furnishing officers. The next of our honored guests in a large group were the State University Head Librarians who held their annual meeting at Fort Schuyler in April. This was a three day affair with meetings, meals, receptions and sleeping over on the Ship for two nights.

On May 21 about 130 librarians from the New York Library Club came for their annual trip to an outstanding or interesting library. Last year's visit had been to the new rare book library at Yale University. The New York Library Club is the professional association of librarians in the New York City area. The Club looked into every feature of the Maritime College Library, saw a demonstration of the new rear projection system, had one of Charlie Rey's beautiful and wonderfully tasty buffet luncheons and returned to the Library for a reception. During the business meeting following the luncheon, The New York Library Club elected Dr. Whitten to become their next Vice-President and President-elect, term to start this next summer. Dr. Whitten has just completed two years on their Board of Directors.

Not only has the Library increased its size by about five times and its book collection at a rather fast rate, it has acquired new faces. Dr. Whitten came here in August 1960 with a total staff of five people. Now there are thirteen. During this time Mrs. Magavero has become Associate Librarian for Readers Services. Mr. Corson is Associate Librarian for Audio-Visual and Special Services and is Dr. Whitten's general assistant. Mr. Krastins and Mr. Bopfor are Catalogers. Miss Hill is Acquisitions Librarian. Mr. Voorhees is Assistant Reference Librarian and will be Ship's Librarian during the 1966 Cruise. Mrs. McGlauffin takes care of everything that costs money including checking bills and making cadet payrolls. Mrs. Jackson does bibliographic searching and gets out the book orders. Mrs. DeSalvo and Mrs. Cacciola type and file catalog cards. Mrs. Studdert helps Mrs. Magavero at the circulation desk and with many details in the reference office. Miss Regalbuto types letters and keeps everything in order in Dr. Whitten's office. Dr. Whitten's job is to keep all of this together and to keep things moving.

Although we are living in a 130 year old fort built of granite and red brick, the movement inside the Library is in an attempt to keep up with the times. Architect William Hall did a great job in adapting the beautiful old Fort to the needs of a new library. An attempt was made to furnish in harmony with the building by using teak wood together with various tones of brown and tan in wood and metal. The red in the captain's chairs was selected to blend with the red in the brick above and the green and brown in the carpet below. The black trim and other colors were intended to obtain a look of smartness and to be inviting to the viewer. In all, the Library is a place designed for Cadets to read, study and to listen.



Campus Belles



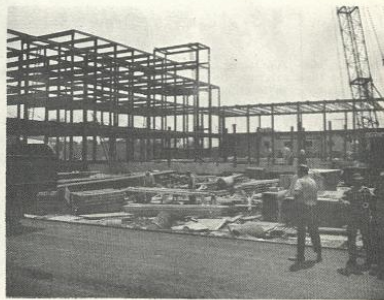
This five-foot-nine inch beauty is Miss Tara Lynch, currently Cadet Greg Russel, 3/c. Tara, who is 18 years old, is a student nurse at Saint Vincent's School of Nursing in Manhattan. She is originally from Tennessee, but now lives in Scarsdale where she was graduated from Good Counsel Academy in 1965. She enjoys most all winter sports with swimming a close second.



We are sorry to say that a mistake was made in this column concerning Miss Carol Anderson. Miss Anderson, a senior of Mincola High School, is really the reason for cadet Steimarcos's 3/c, counting the days between liberties. She is an avid sports enthusiast, enjoys swimming and boating. After graduation from Mincola High, she plans to enter the nursing profession.

SCIENCE & ENGINEERING

(Continued from page 9)



OUR

EVERYDAY LANGUAGE

The language that the typical Seafarer uses to describe his everyday life aboard a ship has many origins. Many of the words derive from the need to give a name to an object or a situation which occurs only in the maritime industry. The majority of the nautical expressions used by today's Seafarers date back to the days of the early naval powers of the world, such as England, Holland and the Scandinavian countries. The Porthole is presenting a short list of selected maritime terms to give Seafarers a brief idea of where their everyday sea talk originates.

BALLAST -- Heavy material carried in a ship's hold to increase stability in the absence of cargo. Ballast originates from the Old Danish word "baglast," "last" meant burden, and "bag" referred to rear. Taken together, baglast meant "to stow in the rear of a ship to tilt up the bow."

BATTEN -- Strips of iron that fit over hatches to secure the covering tarpaulins. Batten comes from Teutonic and French sources. The Teutonic word "bat" meant good or preserved. Also contributing to its meaning was the word "baton" which is the word "baton" which is French for cudgel. The French took this expression from the Latin word meaning wooden stick.

STARBOARD -- The right side of the ship. Seamen started referring to the starboard side of a ship after hearing a similar Old English expression which meant steering side. This use dates to the time when the steering board was located on the right side of a vessel.

BOSUN -- The unlicensed seaman who directs the work of crewmembers in the deck department. The formal pronunciation of bosun is boatswain which goes back to the times when the Anglo Saxons used the expression "bat swegen." Bat referred to boat, and swegen had its origins in a Norse word meaning servant or lad.

SCUTTLE -- To sink a ship by boring holes in her hull, or by opening her sea cocks. Old-timers once used the word scuttle to mean the square holes bored through the deck or in a hatchway which a seaman could use to get to the next deck or through a bulkhead. Used literally, the word means to sink a vessel by cutting scuttles in it.

SKIPPER -- A ship's captain. Seamen can thank their Dutch predecessors for this expression which came from the word "schipper." Schip was the Dutch word for ship. The suffix er, meaning agent was added to complete the word.

LAUNCH -- To set a vessel afloat. Launch found its origin from a Middle English word meaning to hurl or throw forward

like a spear. Its usage was later extended to mean thrusting or hurling a boat into the water. The expression was derived from the French word "lancer" meaning to throw or hurl.

PILOT -- A person with expert knowledge of local navigation who guides a ship to its mooring place. Pilot is one of the few words in the seaman's language that dates directly to the Greek. The Greeks used a word "pedotes" meaning steersman, to which was added a suffix referring to rudder or the blade of an oar. The expression found its way across the Mediterranean to France where it is now pronounced "pilote."

PLIMSOLL MARK -- The marking painted on the side of a ship showing the safe depth to which the vessel can be loaded under various conditions. The Plimsoll Mark honors the memory of Samuel Plimsoll, a member of the English Parliament who waged a bitter campaign against shipowners who greedily overloaded their ships during the 19th century. The heavily weighted ships would often be lost at sea, but the callous owners would make big profits from the insurance on them. Thanks to Plimsoll's fight, Parliament finally passed a law setting safe load limits for ships flying the Union Jack.

PORT -- The left side of the ship. The port side of a ship was also known as the larboard side, dating back to the 17th century when the only loading port on a ship was on its left side. Thus, seafarers started talking about the "loading side," or "ladeboard," which became larboard.

FORECASTLE -- Properly known as the forecabin where the ship's crew lives. Forecastle found its way into the sailor's vocabulary back in the Middle Ages when European ships had a "fourward castle" which was used for defense against hostile vessels. Seamen in those times could stand on this raised, fortified platform in the bow, getting the advantage of height over an enemy's decks. Some time later forecastle came to be known as a raised deck which sheltered the crew's quarters.

CHARLIE NOBLE -- A ship's galley stove pipe. Many a young Seafarer making his first trip has been the butt of an old ship-board joke which sends him hunting for "Charlies Noble." The galley stack's odd name is supposed to be for a 19th century British skipper who insisted that his vessel's copper galley stack always have a brilliant shine on it.

STEM -- The foremost beam of the ship's bow, which is joined to the keel. All forward plates on a ship are joined to it. Stem originates from an English word meaning tree, which in turn, derived from an older word meaning post.

BULGE -- The section of the hull which curves below the waterline. This is the place where water seeping through the ship collects. A better word for bilge would be belly, which is another form of the Old French word "bouge" or bulge.

DECK -- The covering over the beams which is the ship's floor. Deck owes its origin to a time-honored pastime of the fair sex. In Holland, the ladies used the word "dek" to mean cover, clothe or adorn themselves. Sailors from the Netherlands who were building a ship's floor used the word "decken" which meant to cover.

HELM -- The wheel which guides the rudder of a ship. On modern ships the helm is often referred to as the wheel. On sail ships, crew-members still refer to it as the tiller. Helm has dual origins, coming from Icelandic word for rudder and the Middle English term "halm" or handle. **GANGWAY** -- The runway or board with cleats used to board a ship or the ladder up a ship's side. Gangway derives its pronunciation from the Old English expression "gangweg" which literally meant "a going way" or a passage.

"The reason why so many modern girls wear hairdos that look like mops is because they don't know what mops look like." Hu Nose, Twigg County (Jeffersonville, Ga.) New Era.

This permit is not valid for the mailing of individual copies of the PORTHOLE.

State University
Maritime College
Fort Schuyler
Bronx, N. Y.

Non-Profit Organization,
U.S. Postage
PAID
Bronx, N. Y.
Permit No. 12614

