

Parents Annual Card Party Cadet Corps To Lend Hand

The Parent's Association of the State University of New York Maritime College will hold their Annual Bridge Party, Friday evening, April 27th. The party is being run under the supervision of the Executive Committee. The members of the Committee include:

Mr. Angel Garate, Mr. Alvin Flage, Mr. Fred Buse, Dr. R. Mc Chesney, Mr. J. Sullivan, Mr. A. E. Johnson, Mr. Charles Siebold, Mr. Emil Pfeiffer, Mr. Richard Foster, Mr. William Breese, Mr. F. W. Egan, Mr. Howard Van Tronk, Mr. J. Bitoff, and Mrs. E. Kiene.

There will be a great many valuable prizes for those who hold the lucky tickets. The feature prize will be a Hi Fi radio set. The Committee has announced it expects a good turnout for this annual affair as it has in past years. However, it must be kept in mind that such a project takes a good deal of effort and time on the part of the Committee members. In previous parties, the wives of the Committee members have borne more than their share in the Association's endeavor.

Through such activities, the Parent's Organization has been able to introduce many things to the Cadet Corps to make life at the Fort and on the ship more pleasant. Among these are the recently installed curtains at the dorms, the lounge furniture located in the senior and half-deck lounges, and the music which is piped throughout the ship while the Cadet Corps is on the summer cruise.

This year the Association is requesting the services of 15 cadets

as volunteers to assist in handling various activities. In view of the fact that this Bridge is conducted for the student body of the College, the cooperation of all students is asked in establishing this volunteer list and showing our appreciation for our parent's efforts by giving them a hand. Those desiring to volunteer will please report their names to Capt. Spring. It is requested that cadets volunteering for this work sign up prior to April 24th.

NOTICE

The Administration wishes to state that rumors pertaining to Fort Schuyler becoming an engineering college exclusively are false. Some cadets who have been showing next year's incoming class around the Fort have been spreading this scuttlebutt. The Administration feels that such unfounded statements will definitely have some effect on those students who wish to take up the Marine Transportation course at Fort Schuyler.

Certainly no high school graduate is going to enter a college and major in a course which might fold at any time. Both courses are vital to the Merchant Service and Fort Schuyler will continue to extend both to the incoming students for many years to come.



Vol. VIII No. VIII

State University Maritime College

20 April 1956

Operation "Orientation"

Grads To Tell Cadets Of Their Big Payoff

On the evening of April 26, at 1930, an experimental forum will be held on the messdeck. Its paramount purpose is to provide the Cadet Corps with professional orientation.

Four Alumni have volunteered to return to the college to give the cadets a survey of their professional experiences, since graduation. Two marine engineering and two transportation graduates will comprise the speakers for the evening festivities. Cadets in the

first, second and third classes are particularly invited to attend.

WHAT'S UP

The purpose of the forum is to provide the members of the cadet corps to acquire some specific sets of answers to such questions as: what is engineering work really like? What jobs are available to the graduates of the Deck course? What is it like to ship out? What will I do in the Navy and what will the Navy do for me? What is research like? What about

graduate school? Will the subjects I am presently studying be worth while - when will they pay off? What is it like to be working in shipping management?

To help cadets find the answers to these questions the following Alumni will be on hand at the forum.

William P. Penney, '44, currently with Alcoa Steamship Co.

Background: M. T. graduate; shipping out; transportation management; governmental relations.

Erich H. Svaigsen, '44, currently with Madigan-Hyland Engineering Co.

Background: M. T. graduate; shipping out; formerly with Maine Maritime College; work potential in allied fields with M. T. degree.

Albert E. Kakretz, '52, currently with G. E.

Background: Eng. graduate; Naval service company training of new engineering employees; fields that engineers enter after basic company training.

John K. McAfee, '52, currently with Republic Aviation Co.

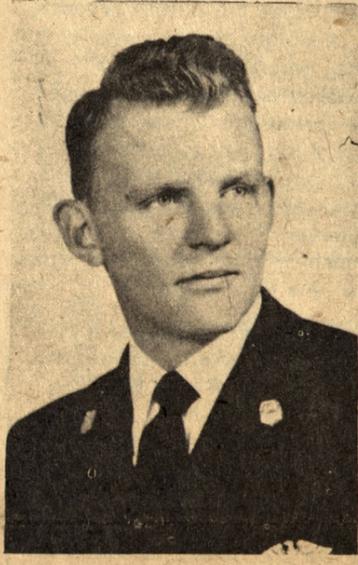
Background: Eng. graduate; Naval service; graduate school; engineering research.

The Forum will open with a series of informal talks by the speakers, who will scan their professional careers so that the cadets can become more familiar with the speakers. This informal approach will give the cadets a better chance to ask the questions they really want to be answered.

A question period and discussion period will follow, and arrangements will be made so that each cadet attending will have a chance to talk with at least one of the Alumni.

BIG FUTURE

Plans have been developed to hold a series of similar Forums next year in order to make it possible for the Cadets to gain an even broader perspective of their potential careers following graduation. Should this first attempt prove of value to the Cadet Corps, these plans will be put in effect. Arrangements for the Forum were made by Dean Tropin and Mr. Hess.



Albert E. Kakretz '52



John K. McAfee '52

Viva La France

Le Havre: Gateway To France Home Of The Boll Weevil

The third of the "Know Your Ports" series sponsored by the International Relations Club will be held on Tuesday, April 24 in Room B-1 at 1830, when Mr. J. C. Porson, of the French Government Tourist Office, will speak on France in general, and the port of Le Havre in particular.

Mr. Jean-Claude Porson is Assistant Director of the New York City office of the French Government Tourist Office, a position he has held since 1954. Prior to that time, he was a public information specialist for the Engineer Center for the United States Army. He was born in Paris, and received his education in the Parisian public schools. After receiving his formal educational training, he became interested in international relations, and subsequently became a member of the managing board of "France---U.S.A." which was an international public relations firm, with headquarters in Paris. This organization had as its objective the fostering of friendly relations between the two countries. Mr. Porson came to the United States in 1951, and is now a resident of New York City.

France has always been of interest to Americans, and summer cruises of the T. S. EMPIRE STATE have usually included some port of "La Belle France." This year the port of Le Havre will be visited during the second week of July, and much interest is being taken in this excellent Normandy port, as well as in trips to Paris and nearby places of interest.

Le Havre lies at the mouth of the Seine River, and is considered the second commercial port of France. In 1517, Le Havre de Grace was dug out of the marshes by order of Francis I. Today it has a population of 150,000, and is the terminal of the port of Paris,

for which Rouen serves as the tidal basin.

Le Havre is the center of the cotton and coffee trades. It possesses the largest covered cotton storage facilities in the world. Its imports also include petrol, coal, timber, copper, fertilizers, oil cake, maize, fruits, rubber, sugar, cocoa, oil seeds, mineral oils, and

(Continued on page 4)

Yacht Club Hosts Commodores Congressman Fino Speaks

Last Monday the NYSMC Yacht Club played host to the April meeting of the Eastchester Bay Commodores' Association. There were approximately forty-five members, officers of yacht clubs in this area, present for the festivities. Admiral Durgin and Captain Spring welcomed the guests at the College Club for cocktails, which were followed by a delicious chicken dinner in the Mess

Deck. After dinner the Association, headed by Mr. W. H. McHugh of the Bronx held its regular monthly meeting. Reporting to the Association's Harbor Safety Committee were Congressman Paul A. Fino, State Assemblyman Gasperi, and City Councilman Cunningham. Captain Johnson, USCG Captain of the Port of New York then spoke, defining the Coast Guard's standpoint on hot rod boat operators in the Eastchester Bay area.

NYSMC representatives Norris, Bracken, Witherwax and Schrodt addressed the gathering concerning SHOAL WATER'S need for funds, and the group immediately took up a personal collection for the cause. In addition, each member club is to sell tickets for the April 27 dance, and sell raffle tickets - all proceeds to support the entry of the big schooner in the 1956 Bermuda Race.

HELP BACK SHOAL WATER IN THIS YEAR'S BERMUDA RACE!!! COME TO THE "BERMUDA REACH" DANCE-SAMUEL YOUNG AMERICAN LEGION POST NO. 620 (Hutchinson River Pkwy. at Westchester Avenue, Friday, 27 April 1956, 8 to 12 p.m. \$1.00 per person.)



Bermuda Bound???

Glee Club Raises Jolly Roger

The College Glee Club is working on a number of projects for this spring, and under Mr. Mott's direction the Club is sounding better every week. Plans are under way to participate in the Band's annual Musicale, and negotiations

have begun to arrange a repeat of last year's radio appearance on Oscar Brands' folk music program. Dr. Limouze has informed the PORTHOLE that he hopes to persuade Mr. Brand to come to Fort Schuyler to do the pre-recorded program. This will mean that the cadet corps can provide an audience far more vocal than the usual studio audience, and since Oscar Brand always asks his audience to join in on the singing, the recording ought to be a good evenings entertainment for all hands.

The quartet, composed of C/m's Bellman, Tyrell, Pfeiffer, and Oughterson, has been diligently harmonizing and will be heard at the musicale in April. Dean Tropin has indicated that he may be able to use the four "Jolly Rogers", as they call themselves, in an occasional public performance to spread the name of the school.

Other plans for this term, including a trip to another college (like last year's New Paltz jaunt) are still in the formative stage. Further announcements of the activities of the Club can be expected as the remaining tentative plans begin to take concrete shape.

Mr. Mott wanted to add one note of warning. He tells us that graduation is going to hit the club hard this year, and he urges would-be Caruso's to appear next fall to fill in the blanks left by the able seniors who will leave in June.

Selective Service

Some Navy Program students, most of them members of the 1956 graduating class, were not required to register with their Selective Service Boards if they received appointments as Midshipmen before attaining age 18. These men and others not previously registered because of these same circumstances are required to register within 5 days after graduation or separation from the College.

Selective Service Laws require that registrants must obtain Local Board permission before leaving the continental limits of the U.S. Accordingly, letters will be prepared for use by all Cadet Program students outlining the itinerary of the coming cruise and requesting permission to participate. Another letter will also be prepared ad-

(Continued on page 3)

Cdr. Maher Attends Commissioning

Commander Maher, an ex-commanding officer of the fourth Paul Jones (DD 230), which had a long and distinguished career with the Asiatic Fleet, was invited to the commissioning services of the newly built USS John Paul Jones (DD 932), held at the Naval Shipyard, Boston, April 5, 1956.

The John Paul Jones is 418' long, has a beam of 45', and displaces 3850 tons at full load. Her armament represents today's conception of the ultimate in gun batteries. The speed and flexibility of control of the 5" and 3" batteries are something heretofore unknown to a destroyer. Moreover, despite a general reduction in the number of guns carried, her firepower is greatly superior to that of any previous destroyer type. She is equipped with the latest anti-submarine devices which will enable her to meet the threat of today's most modern submarine.

Commander Maher was impressed with the marked technological advances on this ship. He noted that the vessel was not equipped with torpedoes which would mean that any surface engagements would be limited to vessels of similar firepower. Her primary function is use in anti-submarine warfare.

The Commander also said the destroyer, built by the Bath Iron Works Corp. was in the best shape he has ever witnessed a newly commissioned ship to be in. Though he was not specifically informed what her top speed was, her 70,000 H.P. propulsion plant could easily push her through the water at 35 knots. This vessel is the first of 11 destroyers of this class.

Under the leadership of Commander R. W. Hayler, Jr., the John Paul Jones and her proud crew are well equipped to face the complex problems of modern warfare and to carry on in the best traditions of the destroyer service.

Editorial

With the new comforts afforded by the new training ship, some persons have been under the impression that this will be a pleasure cruise to Europe. This, however, is far from true and will not, and for that matter, never be the case.

As in past years, the cruise will serve as practical training for the Cadet Corps. The cruise is one of the most important phases of the cadets education in that he gets a chance to practice what he has learned from books and course of study at the Fort. The new ship will only further this cause, for it can provide adequate and suitable rooms for classes. Also the Mercy is a different type of ship than the outgoing Empire State. This will enable the engine and deck cadets to gain experience aboard another type of vessel.

The engineering students will learn the mechanics of a different type of power unit. Those students will be working on the 450 lb. gauge pressure, three stage regenerative feedwater heating power plant. According to Admiral Durgin the Mercy's engine room will be instrumented to provide Fort Schuyler with potentially one of the countries finest steam laboratory.

The deck students will learn to handle and stow cargo in the ship's three holds, as well as to use radar, loran and other electronic navigational equipment.

Though the Mercy will be a new ship for the school she has been inactive for several years. This means a great deal of work will have to be put into the ship to iron all her kinks and make it ship shape. At present the major overhauling of the Mercy is being handled by the Tickle Engineering Works, Inc. to fit into the special needs of the Maritime College.

Inquiring Reporter

by Walt Kayota

Question: What is your opinion regarding the new I.D. Cards now being processed?

C/M Don Derengowski 3/C
For the fellows in the Naval Reserve the present I.D. card serves the purpose satisfactorily; for them it's a wasted dollar twenty-five. I don't especially see any immediate use for these new cards even for the fellows in the Cadet program except for possible identification for prostrate bodies in Spanish streets this summer.

C/M Birgeles 4/C
Most likely ninety-nine out of a hundred will never use them because the opportunity will not present itself. The uses prescribed for the I.D. cards, especially the cashing of checks, have already been performed by the cadets and therefore will probably never be employed by them. Uses seem to be manufactured to justify these cards which will only be an additional burden on the cadet corps.

C/M Flyntz 1/C
I think it is a wonderful idea. It is about time someone thought of a means to identify amnesia victims or cadets similarly unable to identify themselves.

C/M Bitoff 3/C
The new I.D. cards are a thing long wanted and sought after by the Cadet Corps. In the past many cadets were embarrassed when asked for identification in connection with their attachment to SUMC. The only thing I think should be changed is the word student on back of the card. This is not an everyday college and we are not the everyday "Joe College" student, therefore the word cadet should be inserted in its place.

C/M Bosch 3/C
In my opinion this new venture's expense outweighs its advantages. I personally have never needed one and seriously doubt whether I will ever show it at a bowling alley or store. In answer to the statement "you asked for them", I can honestly say, "not me."

C/M Finlay 4/C
I think that they are very attractive and should be extremely valuable as a means of identification. The plastic coating for preserving the life of this card is a very good idea.

Clothes Cleaned?; How About The Bills

by Dave Martin

One of the biggest accommodations afforded to the cadet here at the Fort is the service rendered by Superfine and Crystal Cleaners. Everyone knows "Soupie" and "Whitey" and there are few among us who have not been helped out of a tight spot by either of these men when we needed something cleaned fast for an inspection.

However, the Cadet Corps has seemed to have forgotten how much they mean to us and as of late have shown their lack of thanks by letting bills go for a long period of time; bills which run up to an appreciable amount.

Now some will say "they'll get it next week." If this were true there would be no necessity for this article. The reason that this is brought to the attention of the Cadet Corps is that the situation has been growing worse in the past several weeks. Neither man is out to give a cadet a hard time, but to the contrary his is there to offer a valuable service. Both understand a Cadet may not have the cash handy at the moment, and will let it ride for a week or two. However, when they do this they are cutting down their take home pay.

Thus, in the future, it would be a good idea if each man laid aside so much money for his cleaning expenses so that he can pay his bill at the time his clothes are received and not have to drag through two or three weeks.

New Summer Hideaway

by John "Portzabie" Fugazzi

The sardine can on wheels, part of the New York City Transit System, screeched to a halt. The doors slid open and hordes of sweating, screaming people charged out, trampling two porters and one conductor in the frantic dash for the street. I fought my way out of the mob and started on my assignment . . . to inspect the Mercy to see if all the stories about her living conditions are actually true. I asked directions to the yard and proceeded on my way.

Ten minutes later, I arrived at the gate. I spoke to the Watchman and he showed me to the Yard Manager's office. I entered the simple wooden shack with wall-to-wall carpeting and cut glass chandeliers and stated my business. The Yard Boss put down his lunch, a chocolate pudding sandwich and whisky egg cream, and grabbed my throat. He dragged me to the gate where, with the aid of his right foot, he started me on my merry way. But I was far from defeated. Ten minutes, three fences, and two gunshots later I was aboard our new summer home.

I took out my list and started on my tour of inspection. The first item was the mess-deck. Now you have been told that the new messhall will be much better than that of the "Empty". Ha !!! This one is a mere hole 400x200 feet. Each of the 200 tables is equipped with a loudspeaker for summoning the messmen. The messmen ride around on little electric carts. And the galley has a ten-acre plot of grass to feed the small herd of cows which is brought along to insure a fresh supply of milk. On the bulkhead I saw a small bronze plaque which read:

Student Council

What is happening to the Student Council? No official meeting was held again this week due to the lack of a quorum in attendance. According to the constitution of the Student Council, a quorum must be in attendance in order that a meeting might officially be called to order. This quorum was not maintained due to the lack of the presence of the second class representatives, the two other classes, the third and fourth, were well represented. Acting as alternate for a fourth class representative, was fourth class president Bob Martin. If the Student Council wishes to get anything done, full cooperation by all class representatives is necessary. This would include the responsibility of providing representatives with alternates who will be present during their absence.

There was, however, one thing discussed at the meeting which is dear to the hearts of all cadets. . . Mast!! The Council is drawing up plans for a proposed change in the mast procedure. NOTE: Lets get on your representatives and see that they attend those meetings.

SELECTIVE SERVICE

(Continued from page 1)

vising local boards of the end of the school year and requesting student deferment for one additional year. Both of these letters will be available in the Administrative Office by 1 May. Students concerned should obtain one copy of each letter, fill it out completely, and mail to their Local Boards. These letters are not required by students in Navy Program.

Here's to the boys who hollered "Messman!"
To them with a pitcher of milk he ran.
Day after day, call after call,
He ran back and forth till he was ready to fall.
But then one day, no one knows how,
He went beserk and stampeded the cows.
The boys had called him once to often
And now they're quiet in their coffins.



The next item on my list was the compartments. All the compartments are exactly alike. Each compartment has the normal complement of bunks and three lounges, one for each class. The first class lounge contains twelve couches, ten easy chairs, a small bar, dice table, roulette wheel one dozen girls, a dance floor and a choice of bands . . . Guy Lombardo, Les Elgart, or the Dorsey Brothers. The second class lounge has five couches and easy chairs, two pool tables, a skating rink, two handball courts, and a free juke box. The third class lounge contains two wooden benches and three sets of tidilywinks. In the corner of the third class lounge is a small locker, the E.S. locker, which is open only one night of the cruise . . . that night when the first class hides, the third class hunts, and the second

class sacks out (under the able supervision of Jeff Jussup). This locker holds such items as blackjacks, hand-cuffs, cauldrons (for boiling upperclassmen, and heavy line (for keelhauling).

I checked off the compartments and headed for the movie theater. It is equal in size to the Armory. Now don't get me wrong. I don't mean to insinuate that this place is huge but during the intermission they hold stock car races in the aisles and basketball games on the stage. And the screen. You have never seen anything like it. Have you heard of Cinerama and Cinemascope? Well, we've got Globoscope . . . everywhere you look you see the picture up, down, left, right, front, back, oops, forward, aft, starboard and portzabie. You can't find your way out when the picture is being shown. There is only one thing wrong with the theater. No sound. As you enter you are given a type written script for the film.

The sun deck was not on my list but I happened to stumble upon it and fell in. Yes, we have a swimming pool. In the shape of a State Shield, the pool varies in depths from six inches to 43 feet. Around it are six diving boards. The experts can use the one which was placed on top of the mainmast. Around the pool are comfortable beach chairs and, aft of the mainmast, is a small cocktail lounge.

All in all, the conditions live up to the stories which have been circulating. And I have been told that for writing this factual account of our new ship I am being given my own living quarters . . . the looney cage on the fantail.



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Pistoleers Review Season

As the pistol team season draws to a close I think a review of their record is in order. The first road trip was to the U. S. Coast Guard Academy at New London, Conn., on 3 December 1955. The score was USCGA 1308, NYSMC 1124. This was our first shoulder to shoulder match of the year and everyone was about 30 points under their individual average. As the number of practices increased the scores became bet-

ter. We defeated the University of Conn. by the score of 1267 to 1247. Two heartbreakers to lose were the matches against Kings Point and Pennsylvania Military College. The scores were Kings Point 1169, NYSMC 1166. We lost to Penn M.C. 1179 to 1194. Only a few more bulls eyes and we could have gained a higher place in the pistol league.

We did a little better in our next match against the U. S. Air Force Academy and came out on top of a 1222 to 1214 score.

Our season was not yet half over and our record was 2 wins, 3 losses which is not too bad. But we had yet to fire against strong teams as Annapolis, West Point, and Michigan State University. We dropped these three matches, Annapolis and West Point on the road and a postal with Michigan State U. at home.

We still had a few wins left. Our opponents from Brown University and Harvard both went down to defeat before our guns. Brown came out on the short one of both our matches with them. The scores: NYSMC 1279, Harvard 1269; NYSMC 1291, Brown 1275. The match with the College Joe's from Harvard was NYSMC 1278, Harvard 1268.

We sustained another defeat at the hands of the Coast Guard Academy 1308 to 1196, but bounced (shot) right back to a 1312 to 1287 defeat of Northwestern University. This was our best match of the year with our highest team score.

As it stands now our record is:

Meets	Won	Lost
13	5	8

We still have a possible outdoor match at University of Conn., where we hope to better our record by one more win.

Men receiving letter awards for the NYSMC Varsity Pistol Team this season are: Al Ward, George Maffey, Gene Sullivan, Bob Seith, Bill Zimmermann, Dave Egen.

With the same men on the team next year we are hoping for a better season and will be working hard to improve our record.

LIU Routs SUMC; 11-3

by Roy Gomez

Last Saturday your team was downed by the Knickerbocker League's defending champions, LIU.

The game was a very unimpressive affair as the Schuylermen committed six costly errors.

The leagues' are hurler, Mike Pinto, struck out five while giving up only one

free pass to gain the victory. He was relieved by Dalton in the sixth and Williams in the eighth. Maritime managed to get three hits off Pinto, one off Dalton and two off Williams.

Alden Gray went the first seven innings, giving up eight runs on eleven hits before he was relieved by veteran Jack Rose.

"Whitey" Porr led off the game with a single and never left first base as Stannard struck out and Hehn rapped into 6-4-3 double play ending the inning. The Blackbirds got off to a quick start by cashing in on three doubles, a single, and an error by Porr, for three runs. Gray put them down in order in the second inning and was touched for another three in the third frame on a single, double, a homer, and a pair of errors.

SUMA was held scoreless until the fourth when Porr started the inning with a sharply hit ball to right field. T. Weinstein tried to make a shoestring catch on it and misjudged the ball which went right through him, thus giving Porr a "round-tripper."

The Mariners were held to that single tally for the next three innings. In the eighth, Porr got a free pass and was forced at second on a fielder's choice putting Gil

Stannard on first. Jimmy Hehn then rapped a long double scoring Stannard. Hehn went to third on the play at the plate and went home on a wild throw. Belton beat out a neat bunt and went to second on Casale's single to right field. The rally was cut short when Blowers and O'Keefe struck out.

LIU got three more in the first half of the eighth on two doubles, a single, and an error.

*Collegiate Baseball Standings Knickerbocker League:

	W	L	W	L
Hunter	2	0	L. I. Aggies	1
Queens	2	0	Pratt	1
Adelphi	2	1	St. Francis	0
LIU	2	1	SUMC	0
Kings Point	1	1	Pace	0

*As of April 17, 1956.

The two losses by SUMC have put them down in the cellar with Pace. They were hampered by many bad breaks such as weather and lack of outside practice due to the diamond's amazing ability to retain a more than adequate reservoir of water (rendering it impossible to play on).

The Mariners have two more away games before they come home. They will face Adelphi this Saturday and King's Point next Wednesday.

The prospects look dim for this season and your team could use some support.

SUMC

	ab	r	h
Porr 3b	3	1	2
Stannard c	5	1	0
Hehn 2b	5	1	1
Belton cf	3	0	1
Casale rf	3	0	1
Blowers lb	2	0	0
Graham cf	1	0	0
O'Keefe ss	4	0	0
Snyder lf	2	0	1
Roussakis lf	2	0	0
Gray p	2	0	0
Rose p	2	0	0
	34	3	6

LIU

	ab	r	h
Turpin lf	5	2	2
Frullo ss	5	3	2
Powers 2b	5	3	3
Ambrioso lb	5	1	3
Israel 3b	5	1	2
Gibson cf	2	0	2
Peters cf	1	0	0
Weinstein rf	2	1	0
Stephane III rf	1	0	0
Claroni c	3	0	0
Danzo p	1	0	0
Dalton p	1	0	0
Pinto p	2	0	0
Williams p	1	0	0
	39	11	14

SUMC 000 100 020 - 3
LIU 303 100 03X - 11

E - Powers 2, Israel, Weinstein, Porr 2, Snyder, Belton 2, 2B - Powers, Ambrioso 2, Israel, Hehn, 3B - Israel, Turpin, HR - Powers, Porr, SO - by Pinto 5, Dalton 3, Williams 3, Gray 3, Rose 2, WP - Rose, PB - Claroni

Around The Campus

SOFTBALL

The third class deck's (Section 1) fifteen errors proved fatal as the first class deck (Section 2) beat them 18-4 thus eliminating them from the 10th annual Intramural Softball Tournament.

Homer Rieffenaugh checked the underclassmen to seven safeties, about three less than the first class total of hits. Carl Olsen was the "Big Gun" for the seniors at the plate. Fred Schrodt got two safeties, both for extra bases. Joel Martinsak walloped several long drives into the hands of Dick Blatus, one of which was long enough to score Caughey from second.

In the other opening day game, 3E1 edged 2D1, 13-9. Bill Golub pitched well as his team rallied in the late innings to win the game. Herb Stickle made a sensational one hand catch that saved several runs. 2D1 errors were the deciding factor in the game.

BADMINTON

Hen Johnson beat Dick Nemith to win the championship in the singles badminton tournament. John Schulmeister beat Nemith to gain second place honors and Bob Schabacker placed fourth.

In the doubles tournament, the third class (Johnson - Wollensack) has to play the winner of the second - fourth class game to decide the championship.

The winning class will get 50 points towards the coveted Admirals Trophy.

BOATING

Get your sailing and pulling boat teams in shape to beat last years champions, P.D. Ohls crew, first class deck. They will be out again this year to capture the title once again. The pulling boat event will be run off on Parents Day.

See the schedules in the armory and Canteen to see when your section plays softball. Make sure you have a team consisting of at least nine men.

The only events left are, Sailing, Pulling Boat, Softball, and Track and Field.

It's still anybody's race, so get out there and support your class.

Rounding Third

with Sean Morris



A "crowd" of 12,790 was on hand (last Tuesday afternoon at the Polo Grounds to witness the Giants and the Pirates in the season's opening game. This was the lowest attendance of the eight Major League lid lifters. Six of the seven other contests were played before more than twice this number of people. It was a bit chilly out at the PG but lets not jump to conclusions because there were 39,000 fans in Milwaukee and 40,000 in Detroit braving near freezing temperatures and snowstorms to see these clubs play. A paid attendance of less than 25,000 is a disappointment in any Big League park, on opening day but in the Polo Grounds it is almost unbelievable.

Old timers at the game must have felt a twinge of emotion at the lack of interest displayed in this team, for so many years the greatest in baseball. Less than twenty years ago the Giants were the team in New York with the Yankees and Dodgers merely standing by for the days when the Giants were not playing. At the risk of becoming sentimental we must say, even though we are not old timers, we yearn for the good old days when the Giants enjoyed the number one position here in Gotham. It is a bitter pill to swallow to see this ball club take a back seat to anyone.

It is possible that the Giants will follow the same road to oblivion as Connie Mack's Philadelphia Athletics, a team which was also one of the greats of baseball. We hope not but a revival of interest is in order if this club is to be saved from such a fate. The Giants days may not be numbered but the era of John McGraw, Laughing Larry Doyle, Matty, Frank Frisch, Bill Terry and McGraw's boy, Mel Ott appears to be irrevocably lost.

In 1949 there were fifty-one minor leagues in operation; in 1956 there are twenty seven. This sharp decline does not appear to be easing and it presents a very serious problem to the game. Since last year seven leagues have been disbanded and even though this loss has not as yet been felt by the big leagues, a few year smight bring a lowering in the caliber of major league player. Where can a young player gain experience and recognition is not in the minors?

We witnessed the folding of the Colonial League, a Class B loop comprising teams in New York and Connecticut among which were Bristol and Bridgeport Conn., Torrington, Connecticut and Poughkeepsie, New York. The league has been struggling to keep alive for some years with nearly all the clubs operating at a financial loss. Everything was tried to keep the league in existence, franchises were switched, in mid-season, ladies days were held and premiums were offered for attending games, but to no avail for the league bit the dust in July of 1950 with Poughkeepsie leading.

The solution? The only apparent answer to the problem is the elimination of the televising of major league games.

Intramural Schedule

The Softball League will open Monday - April 16. Specific schedule of games will be posted on bulletin boards. Men who would like to help officiate games, kindly get in touch with either Co-Chairmen:

C/M J. F. Dunne - 1st Class Engine
C/M H. N. Feste - 1st Class Deck
INTRA-MURAL TRACK &

FIELD MEET

Monday - April 30 we'll go with the FIELD EVENTS - Shot Put, Broad Jump, Running High Jump - 15:15 at the ARMORY and have the qualifying heats for the 100-Yard Dash Final - 16:00 at the Athletic Field.

Tuesday - May 1 to complete the TRACK AND FIELD MEET:-

100-Yard Dash Final
440-Yard Run Final
880-Yard Run Final
One Mile Run Final
880-Yard Relay Final - each leg 220-yards

Co-Chairmen:

C/M J. P. Smith - 1st Class Deck
C/M T. A. Johnson - 1st Class Engine

INTRA-MURAL PULLING BOAT RACE

Will be held Saturday, May 5 -

"Parent's Association Day"

Co-Chairmen:

C/M P. D. Ohl - 1st Class Deck
C/M R. Horowitz - 1st Class Engine

Officer-in-Charge - Lt. F. Bidgood

INTRA-MURAL SAILING REGATTA

Full particulars for REGATTA will be posted on bulletin in Gym and College Yacht Club.

Chairman:
C/M J. Norris - 2nd Class Engine
Commodore of the Yacht Club

Tennis Team Tumbles, Weather Hampers Pre-Season Practice

The Tennis Team has started the season rolling and as we go to press has completed three matches. Dr. Davies, the Coach has released the lineup which may be subject to changes before the season is completed.

The lineup according to team standing is as follows:

Phil Roussakis 2/c, Jerry Benyo 3/c, Alex Wells 3/c, Charles Vickers 4/c, Dave Momot 4/c, and Don Feron 3/c. The Team will be ably assisted by "Zeke" Sherman who has taken over the post of manager this season.

Due to poor weather conditions the team has had very little pre-season practice. The first match, against Iona, was lost by the cadets. The final match score was 6-3. Wells and Vickers showed good form as they both took their singles, while Mochler and Foster teamed up to take the only doubles match for the Fort.

Our second match, against Yes-hiva, which resulted in a losing battle, was played under very poor conditions. Half way through the matches that were completed, it started raining and did not stop the rest of the afternoon. Before the match was called be-

cause of rain, Benyo, Mochler, Louie, and Wells went down in defeat. The only bright spot in the day was the showing of Phil Roussakis who was winning his match by a score of 6-3, 4-3, when it was called.

Our third match against Webb at Glen Cove, Long Island ended up with a score of 4-4. This tie score occurred through an agreement by the coaches to call the match due to darkness. The team showed improvement with Benyo, Foster, and Wells taking their single, matches, and Louie and Foster joining to sink Webb's number two doubles team.

Mochler and Wells were within one game of completing their match when it had to be called because of darkness. Had they been able to finish I'm sure the cadets would have come out on top instead of tied.

Alumni Association

New York State Maritime College

SUITE 803

149 BROADWAY NEW YORK 6. N. Y.

BEekman 3 - 5940

Know Your Ports: LeHarve
(Continued from page 1)

machinery. Le Havre's exports include foodstuffs, fertilizers, motor cars, wine, and spirits.

In 1944 over half of Le Havre was destroyed, such that it was once called, "The most devastated port in the world," but reconstruction has been pushed forward with amazing energy, and much of the damage done by World War II has been obliterated. This transatlantic terminal for New York services has four great docks in which the water-level is always maintained at low-tide height. On the Quai Joannes-Couvert, there are three marine stations. The Quai de Southampton, reserved for the small estuary coasters and steamers crossing to England, is the most picturesque district of this great port.

The harbor entrance at Le Havre gives access to the largest ships at any time of the tide, and vessels up to 83,000 gross tons can enter or leave the outer harbor during fifteen hours out of the twenty-four. The "cream" of Le Havre society, with the shipbuilders and big businessmen, lives "Sur la Cote"---up on the heights overlooking the whole estuary.

Truly, Le Havre, lying in the lower valley of the Seine, is one of the most attractive regions of France. With its piers facing the New World, it shares with Marseilles the distinction of being a great gateway to France for ocean travellers.

Meetings of the "Know Your Ports" series last one hour, including the question-and-answer period, and are open to all cadets and faculty members of the college. Membership in the I.R.C. is not necessary for attendance at these meetings. In addition to Mr. Porson's talk, a film will be shown, and literature will be distributed.

IRC To Visit Superliner

In keeping with its policy of taking frequent field trips during the year, the International Relations Club will inspect the "Queen of America Ships," the S.S. UNITED STATES, on Monday, April 23, at Pier 86 North River, New York City.

Acclaimed as the world's fastest and most modern liner, the S.S. UNITED STATES is the first American Ship in almost 100 years to win the Atlantic Blue Ribbon speed trophy.

Many fascinating facts attest to the greatness of this vessel. It has an overall length of 990 feet, which is nearly five city blocks, and has a beam of 101.5 feet. There are twelve decks, and every enclosed space is completely air-conditioned. The ship has a gross tonnage of 53,330 and a speed that is in excess of 30 knots. It has a cargo capacity of 148,000 cubic feet, and can travel 10,000 miles without stopping for fuel, water, or supplies.

The passenger capacity of the S.S. UNITED STATES is 2,000, and the liner carries a crew of 1,000. More aluminum has been used in the vessel than in any other single structure on land or sea, and the only wood on board is in the grand pianos and butcher's block. The ship's galleys can turn out 9,000 meals a day, in addition to morning bouillon, afternoon tea, and midnight snacks, and a wider variety of food is carried than a large supermarket.

The ship's air-conditioning system could cool three theatres the size of New York's Radio City Music Hall, and its total refrigeration capacity is nearly equal to that of 10,000 large size home refrigerators.

In decorating the S.S. UNITED STATES, 92,000 gallons of paint

were used in over 100 shades, which is enough for 15,333 average-sized homes. The estimated cost of the vessel is approximately \$70,000,000.

In winning the Hales Trophy for Blue Ribbon of the Atlantic in July, 1952, the S.S. UNITED STATES made the eastward crossing in 3 days, 10 hours, and 40 minutes, while the westbound passage was made in 3 days, 12 hours, and 12 minutes. The average speed eastbound was 35.59 knots, while the westbound average was 34.51 knots while the westbound average was 34.51 knots.

Last year International Relations Club members had the honor of being the guests of Commodore John W. Anderson, skipper of the S.S. UNITED STATES, and a graduate of our school when it was known as the New York State Nautical School. Commodore Anderson addressed the cadets at that time, showed them a film which depicted the construction of the "World's Fastest Liner" from keep laying to completion, and then personally escorted them through many sections of the vessel. Because of the quick turnabouts of the luxury liner this season, Dr. A.J. Gares, club faculty adviser, deemed it inadvisable to make any special requests of Commodore Anderson, who, understandingly, is one of Fort Schuyler's most famous graduates.

Drag Of The Week



Liz is a 19 year old Bronixite, who is an alumna of Christopher Columbus High School and is presently working for the Department of Internal Revenue. She likes bowling, swimming, dancing, and knitting argyle socks for Joe Lucie.

She leaves for Germany the 15th of June for a two months visit and will tour the neighboring countries. It could possibly be that Bill Zimmerman won't be the only one to see his girl in Europe.

As for future plans, well, this comely young lady is leaving that up to Joe.

Bermuda-Land Of Honeymooners

by Dave Martin

This year the Cadet Corps will pay a visit to the land of Honeymooners. Bermuda's size is small and possesses a style of leisurely living.

Its not far to anywhere in Bermuda an area that measures just twenty and one-half square miles. At no point in the colony is the ocean more than a mile away. The narrow roads that wind through the town and countryside keep one in touch with a land of floral beauty that is matched only by the fragrance that the flowers themselves produce.

Sixty cents buys ticket for a twelve-mile ferry trip back and forth across the Great Sound from Hamilton. And one of the many interesting sites to see along the way is Somerset Bridge, the smallest drawbridge in the world.

There are a dozen miles of beaches in Bermuda, most of them covered with a pink tinted sand. This is the result of a unique trick of nature - the result of tiny pieces of pink coral being ground fine and smooth by centuries-long action of wind and waves.

Sports are a way of life in the colony. There are five golf courses including the world famed Mid-Ocean Club, and dozens of tennis courts. One of the highlights in the island's summer sports program is the biennial Ocean Yacht Race from Newport, R.I. to Bermuda, which gets under way June 16.

Waterskiing and deep sea diving are also popular aquatic sports in Bermuda. And for persons who like to wager a bob or two, there is horse racing every Thursday afternoon at Shelly Bay.

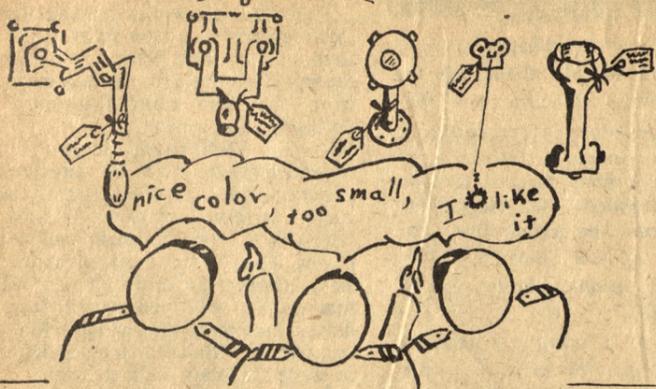
Newman Club

The Newman Club sponsored Marriage Forum will be held on next Tuesday, Wednesday and Thursday evenings in the Wheelhouse. The Forum will have as one of its program speakers, Dr. Murphy, a physician from the East Bronx area, who will discuss "The Physical Side of Marriage." Other program speakers will include a priest, on the spiritual aspects, and a young married couple, discussing some of the financial and adjustment considerations. The use of this "team" approach enables the speakers to cover a great amount of information within their specialized area, and the question period that follows each talk, brings out a great deal more. All interested members of the 1st and 2nd class are cordially invited to attend.

Dues for the Club year will be collected from upper classmen at one of the three meetings. Newman Club members are reminded that no funds are allocated to the religious activities of the College. Their major, and sometimes only, source of financial support is from dues. Unless a small profit is obtained from a dance, raffle, or similar venture, the treasury is supported by the membership's small contributions which consolidate into an operating budget. Without support from the individual member the plans and programs of the Club are correspondingly without support.

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