

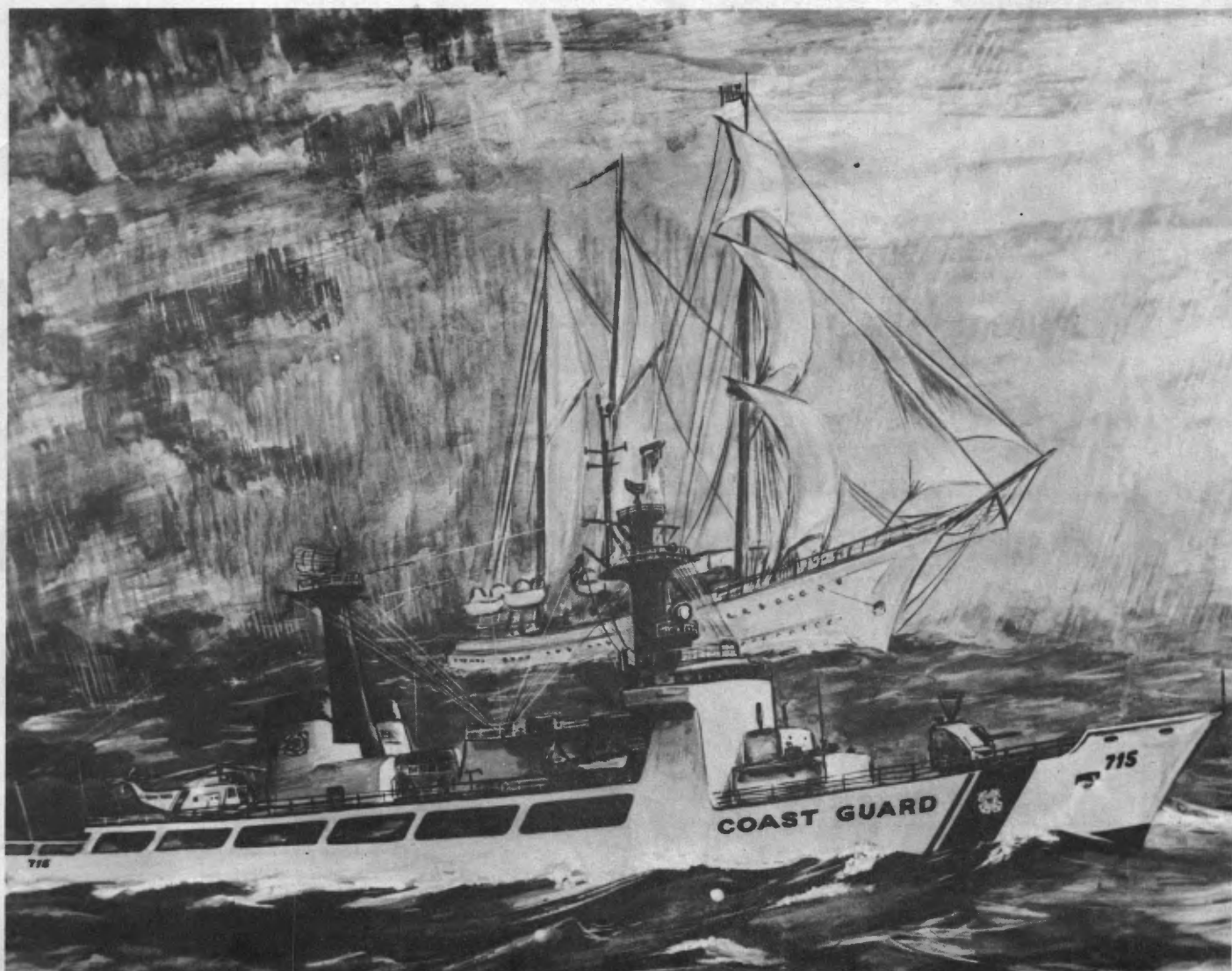
# *The Howling Gale*

CADET MAGAZINE OF THE U.S.C.G. ACADEMY

VOL. XV

APRIL 1967

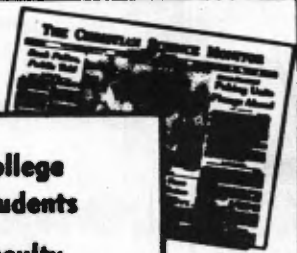
NO. 6



**CUTTERS NAMED HAMILTON** — A painting by Artist Gene Boemer depicts the new 378-foot U.S. Coast Guard Cutter Alexander Hamilton V outdistancing the ghost of the 204-foot square rigger Hamilton III.

Both cutters, along with the three others in the Hamilton line, are named for the first U. S. Treasury Secretary, founder of what is today the Coast Guard. The latest Hamilton, which joined the Coast Guard fleet in New Orleans March 18, is the prototype of a new class of high endurance cutters that are the largest and most advanced ships ever built by the Coast Guard. The third in the line of Hamilton-named cutters, looming out of a past era, was built in 1896 and served as a Coast Guard cadet training ship between 1922 and 1930.

Artist Boemer, a member of the Coast Guard Reserve, works as a civilian at the Public Information Division, Coast Guard Headquarters, Washington, D. C. (OFFICIAL U. S. COAST GUARD PHOTOGRAPH).



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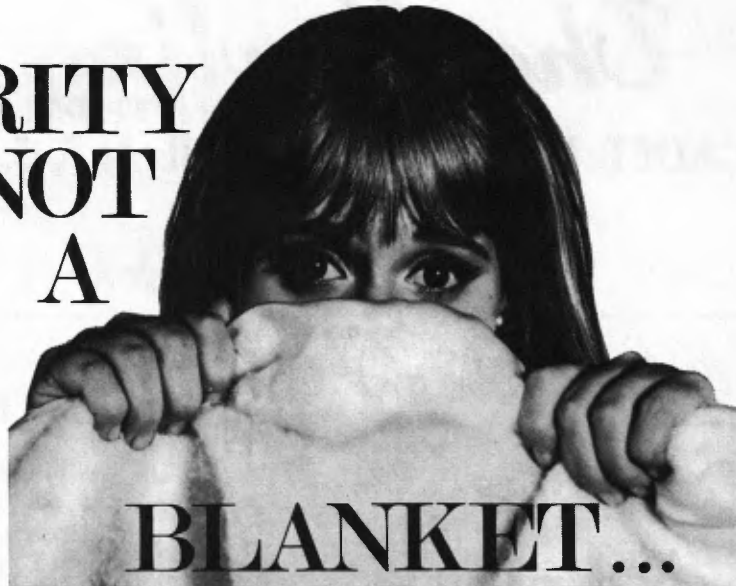
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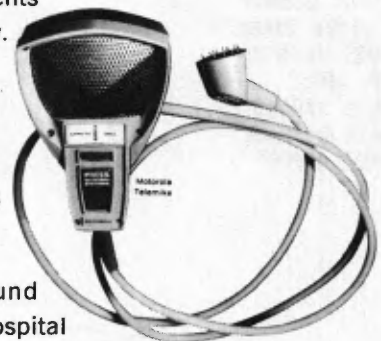
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# The Howling Gale

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## Literary Credits

Unbeknownst to the common observer, certain members of the Cadet Corps and staff at the Academy write to augment their income (hippopotamic as it is). These articles, being of such quality, are invariably published in nationally well-known magazines. Among the most outstanding include the *National Inquirer* spread, "Night of Terror", by the F-3 Window Orderly; "1001 Ways to Jew on Your Income Tax" written exclusively for the *Wall Street Journal* by Economan (one of the Academy's most noted, erudite super-heros); not long ago, the *Ladies Home Journal* proudly presented "How to make friends at the Coast Guard Academy" by Doug Brinkley; "Swab Summer Fashions" was a really big hit in *Playboy*, this was artfully presented by Secondclass indoc committee; Seymour and Ming caused riots in more than nine cities with their *Ramparts* expose "Gestapo Tactics Used Against 'The Watch'"; "I watched Table 47 die of thirst" by Jose ("So solly, no more water") Torres made a big splash in the *Navy Times*; "How I made \$3,187 in four months as Canteen Orderly" as told by the C-1 Canteen Orderly made interesting reading in *Fortune*; last, but not least, the PIO release, "The United States Coast Guard Academy—A Look At Your Future" (published by Dell Comics) made comic book of the year.

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## Editorial...

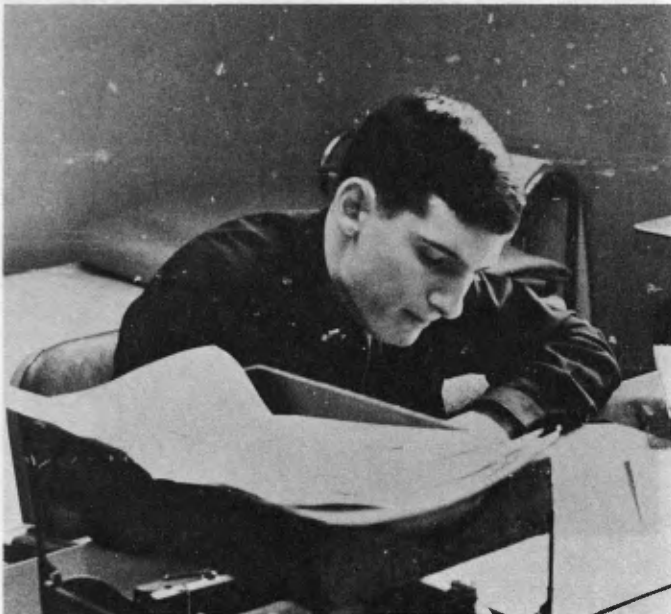
Well, the Howling Gale has finally passed into the hands of the underclasses. (Oh, you poor unsuspecting Howling Gale). At the first clan meeting, all wore sheets except Willie. Not much was accomplished, but we managed to burn quite a few books (Physics, Electrical Engineering and Bowditch were the most popular) and a few crosses.

Some people will probably notice that the girl of the month is the editor's girl, so it is, but he didn't choose her (the photo editor said no one else was available on such short notice).

While spring creeps ever so slowly up on us, a young man's fancy turns to girls. But what happens if the young man is a cadet, surrounded by males. At a recent Economics lecture the truth came out, at least in the eyes of the Econ instructor (sometimes known as Economan). But sir, they weren't really, they were trying to kill each other.

Beware of the Aardvarks, one may be under your bed. One can trust no one these days, least of all an aardvark.

I hope you all stay tuned next month for a really big issue of the Howling Gale, there will be a guided tour of the Academy, an Economan special, and many more fun articles, written especially for nuts.

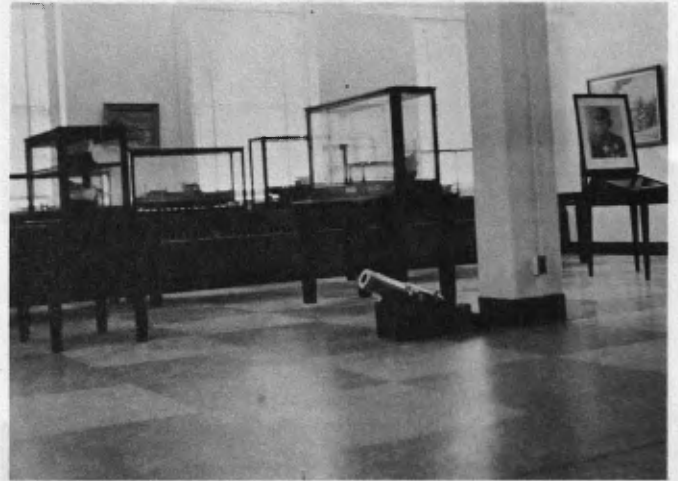


A FEVERISHLY WORKING GOPHER

## AN ADVANCED FORM OF PIO



Below is the Yeaton Hall Game Room used exclusively by officers during their lunch hour — the major pastime is watch the lobsters eat each other.



Clive, a famous English wrestler, was visiting his old village in Sussex. One night, after tipping a few warm beers at the local pub, he and Horace, a childhood chum, were cutting across a pasture when suddenly a huge bull came charging right at them. Clive wheeled about,, grabbed the bull by the horns, and engaged in a rather unequal wrestling match. After a few moments, the duly surprised bull shook himself loose and scampered off, heavily. Olive picked himself up, dusted off the seat of his pants and remarked to a quaking Horace, "Blimey, if I hadn't had that last beer, I could have knocked that bloke off his bloody bicycle."

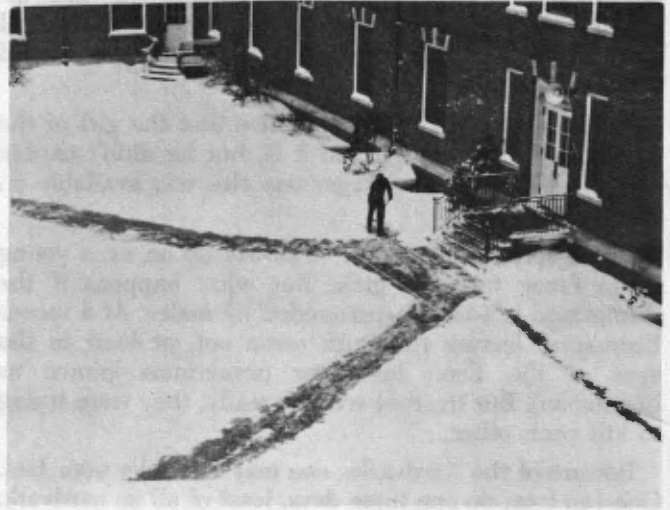
# THE BLIZZARD OF '67

'Twas the day before Easter leave and disaster struck. This horrendous natural calamity caused liberty to be cancelled, thwarting the nefarious designs of early leave takers.



And here is that gnarled, grubby bare tree by the infirmary — all beautiful.

Some compensated for loss of liberty by substituting. They made a large Playboy emblem in the quadrangle.




But . . . some cracked.



**River—USA**

A breeze gently rippled the placid river.  
The sun glanced, danced, invitingly exciting.  
I held my love tightly, and watched—  
Another piece of garbage float by.

—Capt. G. B. W. von Heathcote



## How about a glass of Atlantic Ocean on the rocks?

By 1980, we may need 85 billion gallons more fresh water per day than we have. We're going to have to make up a lot of that shortage by taking the salt out of the sea.

There's no trick to desalting salt water. All you have to do is boil it and condense the vapor. The problem lies in boiling enough of it while keeping costs from soaring out of sight.

Union Carbide is working on ways to lower that cost . . . some of it under Government contracts. We're designing nuclear-powered desalting plants; building new-type evapo-

rators; finding ways to prevent mineral scale from forming in heat exchangers, and developing unique parylene coatings to promote condensation. We're even examining the basic structure of water.

Some aspects of the problems have been solved. We'll discover the answers to the rest long before 1980 rolls around. Answering questions is our business. And there are very few questions we don't find answers to.

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# In Alaskan Waters: Montesano Man Helps Arrest Soviet Trawler

A firsthand account of the seizure of the SRTM (Soviet Russian Trawler: Med) violation of the 3-mile limit in Alaskan waters has been received from a Harbor man, Robert Dick of Montesano, who is serving aboard the Coast Guard cutter Storis.

Dick is the son of Mr. and Mrs. Malcolm Dick, Route 1, Montesano. He is a graduate of Montesano High School and attended Grays Harbor College prior to enlisting in the Coast Guard last March for a four-year hitch.

The following account picks up the part of a letter (written to his parents) which tells the story of the seizure.

Tuesday, 28, February:

Moored as before at the fuel pier on Bravo Two status. Yesterday we were on Bravo Zero for 10 minutes when a couple of fishing boats got into some sort of trouble near the town of Kodiak some eight or ten miles from here. The Storis was ready to go and just had to light off the mains when word came to resume Bravo-two.

The only thing that we were told was that several Russian fishing vessels had violated the three mile limit and that we were on our way to Shumagin Islands to investigate the situation. The violators had been spotted by a Coast Guard aircraft on a routine patrol mission.

Most of us thought that this was going to be another routine patrol where we chase the Russians out of our waters and say adios.

Wednesday, 1 March:

At the time we spotted the trawler, visibility was poor being maybe a mile. We spotted the Russian at one mile and also could see land, so we had him dead to rights as being in our waters. As soon as we could see it distinctly, we recognized it as being an S.R.T.M. (Soviet Russian Trawler: Med.). They are very easy to identify with their high focsle and raked bow. They are a nice looking ship and extremely efficient, I am told.

The S.R.T.M. was practically dead in the water at the time we spotted it, and although I didn't actually see it, I understand it had its trawls in the water.

The trawler didn't have its radar on and didn't spot us until we had a good jump on her. Later on the master of the trawler claimed that he was having engine trouble and drifted into our waters. This was fine except that he went from a dead stop to top speed in less than two minutes. When Capt. Hardy brought this out the Russians didn't have much to say.

We easily intercepted the trawler and had our big diesels really cranking out the old RPMs. We followed right along side the trawler which was S.R.T.M. 8-413. I lucked out and was helmsman during the interception.

Boy, I was really cranking on the old wheel for a few minutes, there. I really enjoy the helm in situations like this.

## Ignored Us

We signaled the Russians to stop with flags, lights, Bullhorn (both Russian and English) and tried to get them on the radio. We had their frequency, but they either chose to ignore us or didn't understand our orders. Evidently the Fleet Commander on the Mother ship "Pentensef" (a 532 foot factory ship that looked like an ocean liner next to the 230 foot Storis), had ordered the 413 to run and wouldn't let them stop. Captain Hardy was bound and determined to get this guy, so we were given orders to man the gun.

I beat feet aft to the mount and we got our baby ready to go. We had loaded ammo in the ready boxes and it wasn't dummy ammunition, either. We were ordered to train on the bridge of the trawler which we did for a few minutes. The master of the 413 was getting pretty excited now and was practically screaming over the radio. Captain Hardy was about ready to put one across her bow when the 413 hove to.

## Took Officer Prisoner

Immediately, we sent a boarding officer over to inform the captain of the 413 that he was now a prisoner of the U.S. Coast Guard Cutter Storis.

We had a little trouble convincing him that he was to follow us to Sand Point and that we would force him to do so if necessary. To expedite matters, the captain sent an armed prize crew to man the trawler. We rigged for towing if he really got stubborn. We were playing for keeps this time.

I would have given my eye teeth to have been on the prize crew, but I was on watch and couldn't have gone even if I could have.

It was finally decided that the 413 would follow us into Sand Point. We were under way en route Sand Point by late afternoon but were intercepted by the faster Pentensef who requested that we stop for a pow wow. Captain Hardy agreed and a bunch of Russian brass came aboard the Storis for a summit conference. I understand that the Russians tried to beg their way out of the mess with promises, but no go. By 2200 we were under way again with the 413 in front of us.

Captain Htrdy said we could go aboard the 413 if we had all our shots up to date.

As soon as we got the good word I hopped over to the 413 with some other guys and had my first look around a Russian fishing vessel. We went down to their messdeck which is on the main deck aft of the stack (the first deck below the weatherdeck on the fantail). When we arrived, they were showing movies that we had lent them out of our supply. The one they happened to be showing was a thirty-year-old flop that was boring as heck to us. I can't imagine how they could sit through it as they couldn't understand what was being said. Maybe they were just being polite. The Russians had shown the prize crew their best movies which ran to the operas, etc. I guess they were all slanted, too, although I find it hard to imagine communist doctrine in an opera.



### Eat Every 2 Hours

After the movie a full meal was served. I wasn't too enthusiastic about eating over there at first but it looked good and I was feeling brave. The Russians eat (the fisherman, anyway) every two hours around the clock. The meals are all hot, and everything I ate was good. They eat a tremendous amount of food and are not the least bit fat. In fact, they are very strong.

There was a woman aboard who acted as sort of a maid, I guess, who did all the serving. The menu as I remembered it was:

Black bread, delicious, beef and noodle dish, delicious, meat and potato soup, delicious, very strong tea, delicious, salted uncooked bacon which I didn't try. To top this all off there was a large cup of stewed prunes which was good. They ate the bacon with bits of fat in huge quantities and didn't even bother to trim the fat off.

### Table Manners?

Some of their customs were rather upsetting. If someone wanted a cup they would pick up a dirty one sitting on the table, heave anything left in the cup in the general direction of an open port, then pour his own tea or whatever. Silverware was rather casually rinsed off as were plates, etc.

The galley would have made U.S. restaurant inspectors faint. The cook who was a very salty individual looked like an escapee from a nut house.

He needed a good scrubbing plus a shave and was always picking his nose. I saw all of this after I had eaten and spent the next couple days praying that I hadn't contracted some disease.

I happened to come through with a good move when I asked "Sprechen Sie Deutsch?" Two guys looked up in surprise and said "Da, Da." I hauled back to the Sto, got my trusty German book and commenced conversing with them in German. The engineer knew the best German and was quite a bit better than I'll ever hope to be. His name was Victor (pron. Veector) and had been born in Vladivostok which is the home port of the Soviet Fishing Fleet.

Vladivostok (pron. Vlad-e-vos-tok) is due east of Hokkaido in the Sea of Japan and has a pop. of 350,000. Victor had been educated in Moscow and has served in Vietnam. He is senior engineer aboard the 413 and wears a light brown work suit showing he is senior. Some of the others were named Tolya, Ivan, Shasha (that's how it's pronounced, anyway.) The girl's name was Tamara. Their last names would frighten Webster; I didn't even attempt to remember them.

The trawlers are hard working ships. The 413 looked more like she was 20 years old instead of two. She was built in 1965 and hasn't been out of the water for yard-work yet. The crew is rotated once every three or four months and the ship is supplied with food and water by supply ship from the Soviet Union.

I talked with the crew till 0230 the next morning. They were interested in such things as what did I do out of the C. G.; was I married; what dad does; what mom does; did I have a car; did I have any brothers and sisters and how new my car was. I couldn't get the point across that you were a forester dad, so you are a logger in the eyes of the crew of the 413.

### Enjoyed Crew

The whole crew was a great bunch of people, really and they weren't the least bit hostile towards us and actually went out of their way to be friendly to us.

We traded gobs of stuff. I think they got the best of the deal, though it wasn't their fault. We gave them all the candy and stuff we could scarf up. In trade we got cigarettes, candy, Russian hats, sweaters, and some other goodies.

We had to take the captain and the Russian dignitaries ashore so they could fly back to Kodiak for the affair the government had scheduled there.

We got the word that the Russians were free to go but that a news team from CBS was coming in from the states and that we would hold the Russians till the news team got the pictures they wanted.

I guess it was about 1600 when they got to Sand Point. They ran all over the Storis taking pictures, etc.

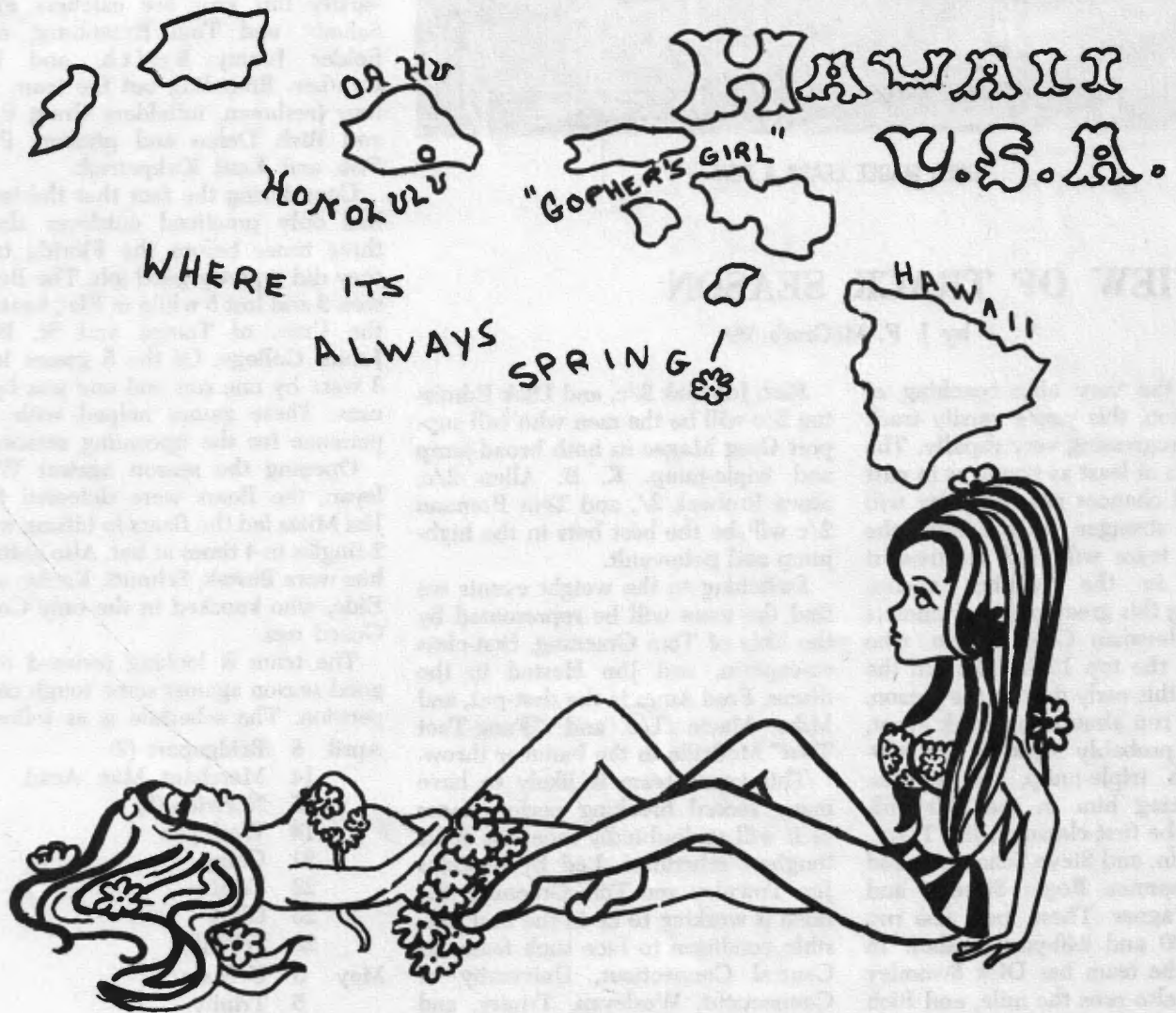
We weren't allowed to talk to them and they couldn't go aboard the 413. They were rather astounded when we walked around deck loaded down with cigarettes, candy, and all the other junk we had scarfed up from the Russians.

When the news team finally left, we pulled the hook and let go the 413. We escorted her to the twelve-mile limit and headed home, minus our C.O., X.O., and a number of the crew that had been taken off at Sand-point for the trip to Kodiak.

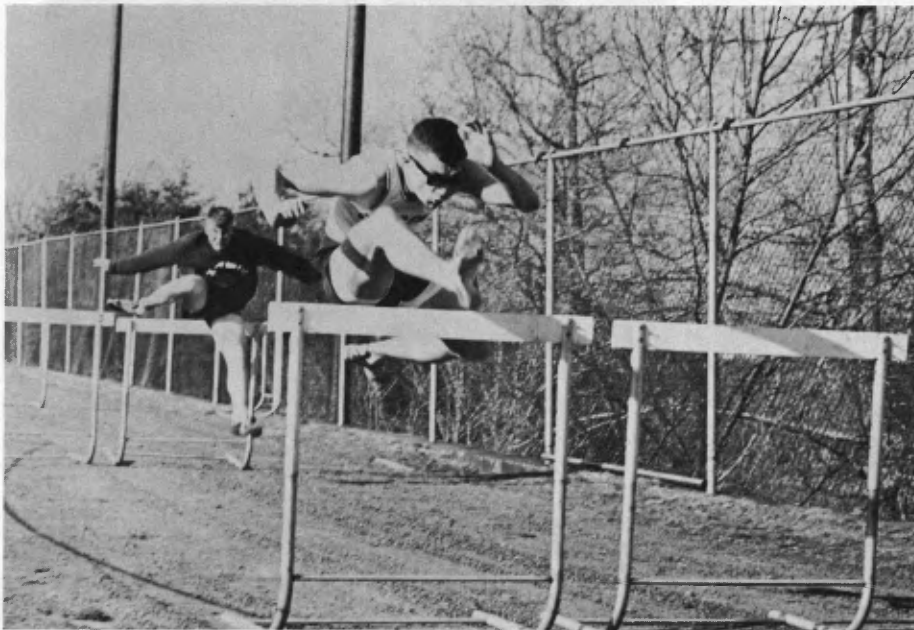




Lovely Shirleyanne is quite an asset to Connecticut College for women. There she is a music major, participating in numerous singing groups, and soloing often. Although Connecticut is "alright, I guess" for her, nothing could replace Hawaii. There, her favorite pastimes are sunbathing and playing tennis. She is also quite attached to a certain Gopher (and he likewise on her).



# SPORTS



GREG MAGEE LEAPS A FEW

## PREVIEW OF TRACK SEASON

by J. F. McGrath '69

Under the very able coaching of Mr. Newton, this year's varsity track team is progressing very rapidly. The team looks at least as strong as in past years and chances are that they will be much stronger. As has been the case, the team will find its greatest strength in the running events. Anchoring this great group of runners is third-classman Greg Magee, who is one of the top 15 hurdlers in the nation at this early date in the season. Greg can run almost any track event, but will probably stick to the 100-yard dash, triple-jump, and hurdles.

Supporting him in the 100-yard-dash will be first-classmen Jim Townley, captain, and Steve Schember, and second-classmen Roger Streeter and "Zero" Wagner. These men also run in the 220 and 440-yard dashes. In the 880, the team has Dick Swomley 2/c, who also runs the mile, and Rich Pettingill 4/c. Vince Kinal 3/c, "Boob" Peterson 3/c, Jim Robinson 3/c, Terry Hart 4/c and Tim Terri-berry 4/c will run the longer distances, up to two miles.

Rich Johaneck 2/c, and Dick Edmiston 2/c will be the men who will support Greg Magee in both broad-jump and triple-jump. K. B. Allen 2/c, Steve Brobeck 2/, and Tom Brennan 2/c will be the best bets in the high-jump and pole-vault.

Switching to the weight events we find the team will be represented by the likes of Tom Graening, first-class co-captain, and Jim Hested in the discus, Fred Ames in the shot-put, and Mike Macie 1/c and "Fang-Toot Toot" McBride in the hammer throw.

This year's team is likely to have many record breaking performances as it will undoubtedly face one of its toughest schedules. Led by captains Jim Townley and Tom Graening, the team is working to be in the best possible condition to face such teams as Central Connecticut, University of Connecticut, Wesleyan, Trinity, and Southern Connecticut. The reward is not only to be found in a good season for the team, but in a chance at individual recognition in the season-end New England Championships.

M. D. Mooneyham '70

The season has started for the baseball team at the Academy. Under the leadership of Coach Stan Springer, the Bears have taken a trip to Florida and already had their season opener against Wesleyan. This is Springer's second year as baseball coach here. He is assisted by Lt. J. R. Finelli.

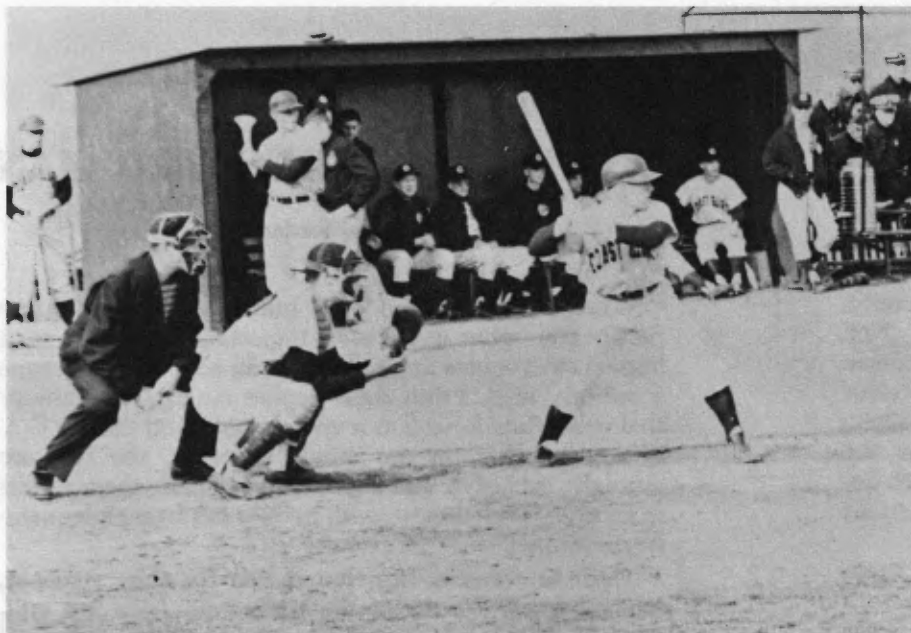
There are six lettermen returning from last year's squad. These are Captain and pitcher Milt Rose pitcher Mike Edwards and Dave Dubois, outfielder George Mercier, first baseman-outfielder Jim Milas, and infielder John Bastek. Others returning from last year's team are G. P. White, Jack Taylor, and Norm Edwards. Members of last year's freshman team who are playing with the varsity this year are catchers Fred Schmitt and Tom Rutenburg, outfielder Jimmy Smith, and Jim Gynther. Rounding out the team are four freshmen, infielders Craig Eide and Rich Defeo and pitchers Pete Fish and Kent Kirkpatrick.

Considering the fact that the team had only practiced outdoors about three times before the Florida trip, they did a pretty good job. The Bears won 2 and lost 5 while in Fla., beating the Univ. of Tampa and St. Pete Junior College. Of the 5 games lost, 3 were by one run and one was by 2 runs. These games helped with experience for the upcoming season.

Opening the season against Wesleyan, the Bears were defeated 6-1. Jim Milas led the Bears in hitting with 2 singles in 4 times at bat. Also getting hits were Bastek, Schmitt, Kochy, and Eide, who knocked in the only Coast Guard run.

The team is looking forward to a good season against some tough competition. The schedule is as follows:

April	8	Bridgeport (2)	H
	14	Merchant Mar. Acad.	A
	15	Norwich (2)	H
	18	Wesleyan	H
	21	Colby	H
	22	Trinity	H
	25	Clark	H
	29	WPI (2)	H
May	3	U Mass	H
	5	Trinity	A
	6	MIT	H
	9	Central Conn	A
	11	Danbury State	H
	13	Springfield	A
	20	Hartford (2)	A



BIG BEARS GO TO BAT

## A Thrilling Season In I. C. Sports

by J. T. Salas '68

This Spring's intercompany competition will prove to be a rough and sweat soaked path for Echo company which won Intercompany Sports for the fall and winter seasons. Echo company did win top honors last Spring but it is doubtful whether they could continue their mastery over the other companies. Despite impressive victories over Foxtrot company in the opening games of the season, Echo is doomed for a bitter struggle in all of its games. Echo defeated defending champion Foxtrot in softball with a surprising 13-7 score behind the 6-hit pitching effort of "Beep" Parmiter. Foxtrot pitcher Jeff Robbins was tagged for 9 hits but it was back-to-back errors in the top of the fourth inning which spelled defeat for Foxtrot. In soccer, Echo again emerged the victor squeaking past an inexperienced but determined Foxtrot team, 1-0.

In softball, Echo has to contend with the might of the Charlie Champs and will no doubt face a stiff fight against Delta Company. Foxtrot was deeply hurt with the loss of its pitch-

### Dinghy Sailors Open Spring Season With Victory

by W. F. Malec 2/c

The sailing team opened its season by taking the Connecticut Valley Dinghy Championship. Competition included Trinity, U Conn, Yale, Dartmouth and Coast Guard. The sailors were 10 points down with six races to go and took six consecutive firsts to tie Yale. Coast Guard won over Yale due to a greater number of first places.

As last year's national champions, the team is hoping for a repeat of that title but must get by some tough competition to do so. Upcoming regattas are the Boston Dinghy Cup, which Coast Guard has had for the past two years, the Owens Cup in Boston, and the New England Championships. In addition, there will be various team racing and minor regattas throughout the season.

In order to repeat as national champs, the team must place first or second in the eliminations for the New England Championships. The winners then go to the nationals to be held in Long Beach in June.

The top sailors on the team are Jim Getman, Rich Andrews, Vic Hipkiss, Jim Ingham, Butch Minson, Steve Welch, Jeff Cotter, and Walt McDougall.

The freshman team has yet to open its season, but hopes are high as they did very well in the fall season. Top sailors in the freshman division are Rottier, Keig, Kinghorn, and Bernard.



EXCITEMENT AT SPORTS AWARD BANQUET . . . LONG BREAKS MIKE.

## IC SPORTS (Continued)

ing ace through grades but is still a team to reckon with because of the big bats of Lynn Degrow, Rick Barlow and Dave Wilson.

In soccer, it is predicted that Alpha Company will emerge from the field as the victor. Alpha will have in its lineup all of last Spring's veteran second-place team. Speedster Neil Wise and huge "Gross Oaf" Peterson will be back in action to spell terror and defeat to their opponents. Delta Company may not show it at the moment but it has the potential to belittle Alpha and prove all predictions to be wrong.

In golf, Alpha Company is again expected to dominate the scene with strong competition from Bravo Company. Golfing master, Jim Soland, will prove to be Alpha's weapon for victory.

Foxtrot Company should have little trouble taking first place in inter-company sailing competition. However, it is worthy to note that a determined Bravo team will do its utmost to smash Foxtrot's expectations. It was Foxtrot Company which produced the two representatives of the Academy who won the National Dinghy Sailing Championship last Spring, if this is an indication of their prowess!

### Prunes

It's not so nearly cut and dried.  
Lifes more than an orchard,  
The Suns not a ray.

For he who reaps life's verdant fields.  
Will in turn be reaped  
Another day.

—Pete Tennis

### She

Kicking pebbles into the sea  
What is free and for me.

Give me a ship upon the ocean,  
So I may praise God's own motion.

Sweet and dark and loving me,  
We shall live upon the sea.

—Mack Hall

## THE MILITARY MAN VS. THE EDUCATED MAN

by Ken Riordan '68

What is the purpose of a military academy? More pertinently, what is the *most* important goal? The most immediate answers are: to provide an education, to shape a military man. From these replies emerge two groups that cohabitate as well as a vivisectionist and the S.P.C.A. It appears that, in the minds of many, the two are mutually exclusive, and any attempt to mate them results in an unparalleled mess, with neither job being adequately performed.

There is a rather firm foundation for this argument, too, as, integral parts of the basic definitions are antithetical. Military life connotes a subjugation of the self to the unit, while the academic life carries an end of total freedom. There is good reason for the military's organization consciousness, for efficient functioning among the perils of combat or sea duty demands team effort. Only when the person is willing to submerge himself to the role of a part, not a significant whole, can this result. The assertion of independence or individuality can result in disaster. But, this type of regimentation is poisonous to the creativity and drive for personal achievement that education strives to instill in the student.

The development of the mind carries with it the idea of freedom, purposeful doubt, exploration and experimentation, and the ability to evaluate and act accordingly. The nurture of this intellectualism is questioning and comparative discussion without inhibiting limits. The end is a greater self and an attempt to be above the situation. Although the result would not be out of place in a military situation, there is no room for the steps leading up.

This puts military and academic at two very distant poles, and the dichotomy puts a military school in a very complex difficulty, involving its military administration, its intellectual faculty, and the students who are torn between them. Every step toward one end puts one farther from the other. The solution is, at best, a compromise, within the presently known systems; neither a man of might nor a man of mind can be completely developed. Is there a solution? Separation certainly isn't the answer, for whichever is perfected first would act as an antibody to the other. H. G. Wells, from the intellectual's point of view, says, "The professional military mind is by necessity an inferior and unimaginative mind; no man of high intellectual quality would willingly imprison his gifts in such a calling." Surely the military mind would have a fitting retort. Hence, the compromise seems to be a necessary evil. However, the drawbacks warrant intense scrutiny, with the hope of eliminating some of them.

# DON'T BE BULLIED BY YOUR CAR (Kick It)

Ever been late for an appointment and found that your car wouldn't start? Or had the signal turn green and your engine stall hopelessly at the same instant? Remember that crisp winter morning when the battery expired without warning? How about the day you unexpectedly ran out of gas on the turnpike? And don't forget the almost-new tire that failed for "no reason".

Chances are that something like the above has happened to you. If it has, you're an unlucky statistic—part of the 65 million automobile failures last year, more breakdowns than there are total passenger cars registered in this country.

But don't blame the car's perverse personality. Threats and pleas to that chromium-plated monster are out; common-sense rules are in.

It's easier than you think to stay a figurative jump ahead of your car—even if you don't know a carburetor from a condenser.

Failure to start is the most frustrating complaint. Fortunately, the cause is usually minor and often embarrassingly obvious. First, make sure that you are not out of gas. Then see that the transmission (if automatic) is in the proper gear for starting, generally neutral or park. If twisting the key still does not turn the starter or turns it slowly, the battery may be too low to start the engine. Try the horn and lights. If they are weak, probably there isn't enough battery power to fire the engine's electrical system. If the engine turns, does not catch, and you get a whiff of gasoline fumes, the carburetor may be flooded. Press the accelerator to the floor, hold it without pumping and try about 10 seconds of starter. If that doesn't work, take foot from the accelerator, wait two or three minutes and try again.

Stalling in traffic is maddening, especially when the motorists behind are impatiently exercising their horns. The thing to remember here is not to panic. Probably the engine has flooded. Follow the accelerator-on-the-floor technique, remain calm, and your chances of starting are excellent.

One of the more discouraging auto problems is winter battery failure. If it occurs, you're stuck. But it can be prevented. Cold weather is a battery's mortal enemy and in freezing temperatures even a new, fully-charged battery operates at about half efficiency.

You can beat the problem by following the rules of prevention before the weather turns cold. One needn't be a battery expert to have the electrolyte (you can call it water; it's acceptable) checked regularly, about every two weeks in mid-summer. In hot weather the water evaporates more rapidly and should be kept about  $\frac{1}{8}$ -inch above the plates, which is about a quarter-inch higher than necessary in winter. Make sure that whoever services it adds distilled water.

If one cell is consistently lower than the rest, beware of a cracked, leaking battery case; you're due for a new battery. And if the water level drops at a rate that is fast, even for hot weather, suspect that the battery is being overcharged. Have a mechanic check the voltage regulator.

The final culprit is corrosion, that white stuff around the terminals. Any service station can clean it off, and it should not be allowed to build up.

No one likes to run out of gas. The only sure way to avoid it is to watch the fuel gauge. However, it is possible to get more for your gasoline dollar. The experts who drive the annual Mobil Economy Run have found that anyone can stretch gasoline mileage as much as 25 per cent above average, which amounts to skipping one normal fuel stop in every four.

There are three basic economy techniques within any driver's grasp. First, on the open road practice steady cruising. Unnecessary bursts of speed are notorious gas wasters. Second, because sudden stops cut mileage, be a "drive ahead" driver, especially in traffic. Economy Run drivers watch traffic signals far ahead, are prepared to slow down gently rather than jam on brakes at the last instant. Finally, avoid full-throttle take-offs. They can pull gas mileage down to four or five miles per gallon during acceleration, will cut overall averages way down.

Not only will the practice of economy driving save a surprisingly large chunk of money in the course of a year, it's easier on the car.

As long as we're stretching fuel economy, it should be pointed out that tire life can be dramatically increased—up to 40 percent more mileage for most drivers say the tire manufacturers.

The starting point is properly balanced tires on correctly aligned wheels. After that it's up to the driver. Inflation is the simplest item to keep up, yet few owners do it. Every car manual lists recommended pressures, which should be checked when tires are cold. Under-inflation causes tires to wear on the outer edges, and it creates sidewall flexing. Over-inflation tends to wear out the center of the tires.

If you plan an open-road vacation, it's a good idea to add four pounds of pressure above the manufacturer's specifications to compensate for speed and load.

Tire rotation, including the spare every 6,000 miles, will equalize wear, prevent one tire from wearing out first.

Avoid high speed cornering, sudden braking and maximum acceleration, all of which scrub off valuable rubber.

Finally, watch out for hidden tire damage. Sooner or later everyone strikes a curb severely or runs through a sharp chuckhold. The tire may appear fine, but only expert inspection can tell if you're riding on a potential blowout. If there has been internal damage, don't gamble; get a new tire.

Clearly the best way to beat the automobile at its own game is through regular check-ups. A well-tuned engine in a properly maintained, carefully driven car is the best preventive against breakdown.

# THE HAMILTON

The first Cutter Hamilton was a 73-foot schooner built in 1830 at New York city. In those days the Coast Guard was known as the Revenue Marine, a name that reflected Secretary Hamilton's purpose in establishing the service. The earliest mission of the Coast Guard was to curb rampant smuggling that robbed the Treasury of duties desperately needed to shore up our struggling young economy.

During the first Hamilton's 23 years service the early Coast Guard function was broadened to include protection of life and property at sea, a mission that has over the years become the "raison d'etre" of the Coast Guard. Hamilton was one of the first cutters assigned to this mission and became famous along the East Coast for her heroic rescues in the North Atlantic. She was transferred to Charleston, S.C. in 1851 and lost two years later in a violent gale with all hands, save one.

Eighteen years later a new Alexander Hamilton was built at Buffalo, N.Y. She was to spend 35 years in service with the Coast Guard. In the course of her life she called many East Coast ports home including Philadelphia, Boston, Wilmington, Norfolk, Savannah and Charleston.

During the Spanish-American War in 1898 Hamilton II was detailed to operate with the Navy. She was sent to Key West and given the hazardous mission of running the Spanish blockade of Cuba to land two prominent members of the Cuban insurgency. She was successful in the mission and spent the remainder of her wartime deployment assigned to the U.S. blockade of Havana.

She was returned to the Treasury Department in August 1898 and spent her remaining years operating out of Charleston until she was decommissioned in 1906.

The third cutter Hamilton began her 50 years of service as the USS Vicksburg. She was built in 1898 as a 168-foot gunboat assigned to patrol in the Pacific. Vicksburg was transferred to the Coast Guard in 1921 and renamed the Hamilton.

She was used as a cadet training ship for the next ten years at the Coast Guard Academy in New London, Conn. Following this she was shifted to the Coast Guard Depot, now known as the Yard, at Curtis Bay, Md., where she was used as a receiving ship until 1939.

The fourth Hamilton was one of an existing class of 327-foot high endurance cutters built in the late Thirties. She was commissioned in March 1937, 30 years to the month before the present Hamilton.

When Japan bombed Pearl Harbor Hamilton was assigned to operation with the Navy. The transfer was made on December 27, 1941. Just a month later, on January 29, 1942 Hamilton was off the coast of Iceland when she was torpedoed by the enemy. One officer and 25 enlisted men were lost. An effort was made to tow the stricken cutter to port but after several hours she capsized and was sunk by gunfire from other American ships.



The high endurance Cutter Hamilton, commissioned in New Orleans enters service at a time when a long and dramatic era of Coast Guard history is ending.

She joins the Coast Guard fleet in the midst of the service's transfer from the Treasury Department to the newly formed Department of Transportation. This move marks the end of an association that goes back 176 years.

In her name Hamilton recalls this era to its beginnings. She is named Alexander Hamilton, first Secretary of the Treasury and founder of what is today the U.S. Coast Guard. She is the fifth cutter to bear Hamilton's name. Together, the cutters Hamilton tell much of the Coast Guard story through its generations with the Treasury Department.



# AN OLD NAME — A NEW ERA



The new 378-foot Hamilton is a proud achievement for the Coast Guard. She is the prototype of a new class of high endurance cutters that will greatly enhance the Coast Guard's ability to meet growing responsibilities in maritime safety, marine law enforcement, military readiness and the scientific study of the ocean. Hamilton is the largest, most advanced vessel ever to join the Coast Guard fleet and the first high endurance cutter built by the service in more than 20 years.

She is a milestone in Coast Guard history at a time of unprecedented change and development. Hamilton is in the vanguard of a New Coast Guard era.

She is the first of a class of new 378-foot high endurance cutters that will greatly enhance the Coast Guard

ability to carry out its duties in maritime safety, marine law enforcement, oceanography and military readiness. Hamilton is the first high endurance cutter built by the Coast Guard since 1946.

A ceremony at the Naval Support Activity docks in New Orleans marked the beginning of Hamilton's service. Rear Admiral James D. Craik, USCG, Eighth Coast Guard District commander in New Orleans, directed the Hamilton commanding officer to place the vessel in commission. A band from Keesler Air Force Base at Biloxi, Mass., played the National Anthem while the commissioning pennant was hoisted, symbolic of Hamilton's status and authority as a commissioned vessel of the United States.

Coast Guard Commandant, Admiral Willard J. Smith, USCG, was principal speaker at the Hamilton commissioning. Both Admiral Smith and his immediate predecessor, retired commandant Admiral Edwin J. Roland, USCG, have characterized the Hamilton class of cutters as the realization of a long awaited dream for the Coast Guard.

Hamilton was built for the Coast Guard by Avondale Shipyards, Inc., in New Orleans. Six sister cutters of Hamilton are in various stages of construction at Avondale. Keel for the Hamilton was laid in January 1965 and the cutter was launched in December of the same year. The vessel cost about \$14,500,000 to build and outfit.

*(Continued on Page 18)*

## Oceans

There's blue where you will have it.  
Freeze an ache—mend a break!  
Or frolic in red-hued cyclic violence at your whim.  
Make me in—copper-tin! copper-tin!  
But draw black patterns where stone-white fields once  
lay unmarred?  
Too much in our domain—too little in our veins.  
We've a micro-macro-mishmashed-mangled mien,  
Eager to ache, meant to break, needing to sin—graciously.

—Pete Tennis

## HAMILTON (Continued)

Captain William F. Adams, USCG, of Newport, R.I., is Hamilton's first commanding officer. He has 14 officers, 17 chief petty officers and 135 men in his crew. Hamilton's homeport is Boston, Mass. She will depart New Orleans to Boston upon completion of outfitting next week.

Hamilton carries new hull markings recently adopted by the Coast Guard. She has a broad orange slash and a narrower blue stripe forward on either side of the hull. The legend "Coast Guard" in large black letters is displayed just behind the stripes. The Coast Guard emblem is centered on the broad orange slash. The new markings are designed to improve visual identification of Coast Guard units.

Hamilton crew members also turned out for the commissioning in the new Coast Guard enlisted man's hat that is to go into universal wear by July 1 this year. The hat has a soft white cover with a black band around the crown. "U.S. Coast Guard" is inscribed in gold letters across the front of the band.

The Hamilton's designers have achieved a balanced versatility and a degree of capability that is a departure from any previous Coast Guard vessel. The list of the innovations and equipment is impressive.

The ship has a combined diesel gas turbine propulsion system called "CODAG". Using her twin diesel engines at 20 knots Hamilton can cruise 12,000 miles or halfway round the world. Her dual gas turbines, essentially the same jet engines used in some airliners and combat aircraft, develop a total of 36,000 horsepower and will



### Albert I. Donn

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## About Face

Turn, turn,  
And blackly fake it.  
Stringless yo-yo,  
Don't even need to make it.

We've . . . we've  
Made flax from gold.  
More measured meat  
More easily bought than sold.

So, so  
Threads lust for patterns,  
Patterns for people.  
I've got my gal  
Who could ask for anything more.

propel the cutter up to 29 knots. This relatively new propulsion system is harnessed by twin 13-foot controllable pitch propellers. She has a retractable bow propulsion unit. The effect of the overall system is to give the cutter a high degree of maneuverability including a "crash stop" capability in less than 40 seconds from full speed ahead. She can make quick turns and move nimbly in restricted channels or while docking.

At the rear of the cutter just behind the turbine exhaust stacks is an 80-foot helicopter flight deck. Her ability to support large helicopter operations will greatly enhance Hamilton's search and rescue ability. Using helicopters she can search a greater area in a shorter time than would be possible for the cutter alone.

To help in the Coast Guard's oceanographic research role Hamilton has an oceanographic laboratory aboard. Scientific instruments aboard the cutter will enable her to measure ocean salinity and temperatures at various depths, chart the bottom and do other research work while on patrol.

Other features of Hamilton's equipment include a closed circuit television system with a bank of four monitors on the bridge. These enable the captain to monitor the surface and aerial plots in the ship's combat information center (CIC) during either a search and rescue case or in combat.

With her advanced CIC and communications center Hamilton can also act as a floating "rescue coordination center" controlling other vessels and aircraft in search and rescue missions.

In her mission on ocean station weather patrol Hamilton has a wide range of equipment with which to measure air temperatures, winds aloft, currents and other weather data. This information is transmitted back to the weather bureau where it is used in compiling forecasts and is of particular importance to pilots flying transoceanic air traffic routes.

## THE LITTLE KNOWN STORY

In the history of baseball, there are many bazaar and queer tales. The Coast Guard Academy, not to be outdone, has its own particularly odd incident in baseball history.

It was at the bottom of the ninth, Coast Guard 53, Portsmouth Naval Prison 54. The really big Bears had two outs. As the coach looked grimly at the tearstained faces before him, a Zebra (Portsmouth) was noted to be fondling a switchblade. The coach pointed a meaningful finger at George (why he was called that has never been solved, his real name was Gaylord) and said with deep emotion, "Well, . . . George . . . there's no one else, I guess."

As fearless George tottered to his feet, a tremendous roar was heard from the spectators (all 4 of them), he raised his hat in triumph, and marched gallantly to the plate.

He stared intently at the pitcher, the pitcher threw a strike, the crowd threw rocks, George knocked the catcher senseless, the pitcher chucked another strike by dauntless George. Needless to say, at this point, emotions were running rather high.

Now dear reader, you most likely think that good ol' dependable George is going to miss the next one, but no!

The pitcher (by the way, he had



been put up for burning his draft card at a St. Patrick's Day parade) confidently wound up, firing the ball at a quaking George. He swung valiantly, smashing the air with the ferocity of his might. Somehow, with the greatest of luck, he even managed to hit the missile. With a mighty crack, it began its long arc toward the docks.

Fred had been aloft on the mainmast of the Manitou for about an hour. It was a little cold, but he could

manage. He had just finished installing the radio antenna, when someone yelled, "Hey look, George finally hit a ball." Fred turned, and got hit right in the head, falling the remaining 65 feet to the water.

This might have been the end of the saga, except that with George's homerun, the score was now tied. The Zebra's decided to end the game their own way, and the Bears took the defensive. This difference of opinion existed until a livid Fred, with his crew mustered around him, led a charge and beat the heck out of both teams, while the spectators roared.



## Poem Unwritten

Still this Night.  
Quiet my emptiness.

Where are my words? Where my thoughts?

Feeling without saying, moments of Beauty die.

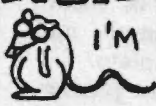
Pain is buried beneath these paper stones.

The faces are everywhere, the faces without Tongues crying to speak.

The old ones with the look of the past, the Loud ones from the back of the bus, and the Girl, her nose pressed against the glass, writing Her name on a frosted window.

—C. H. Hill

Unbeknownst to average cadets, the forces and treachery of evil assail superheroes from all sides in day to day existence. Without some superhuman, macrophantomic force, the very lives, the VERY EXISTENCE AND soulful well being of these supreme products of American Motherhood, Carnation Milk, and Gerber's creamed spinach would be in constant jeopardy and peril..... AHA! AND SUCH A mountainously wise and impotent force — by virtue of the all powerful YAHWEHDANT and his arc aides — how at this instantaneous moment does exist within the confines of this noble "Academic" institution deftly disguised as mild mannered, seemingly superfluous ennui producing Academicians .....

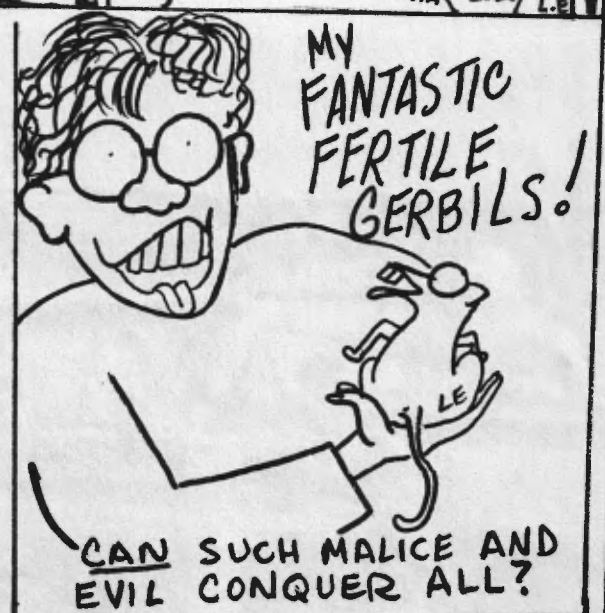
**DR. L.E.'S INCREDIBLE MULTIPLYING GERBILS?!!**  I'M AM A GER-BIL!



SO FAR, MY PLAN RUNS THUSLY:

FROM: L.E. MEMO  
 TO: GERBILS  
 SUBJ: HOW PLAN RUNS THUSLY.  
 ① ACADEMY-SUBJUGATE  
 ② New London-FUMIGATE  
 ③ SEE RES. OPS. NOT. 67-6, 21 Oct 66  
 DR. L.E.

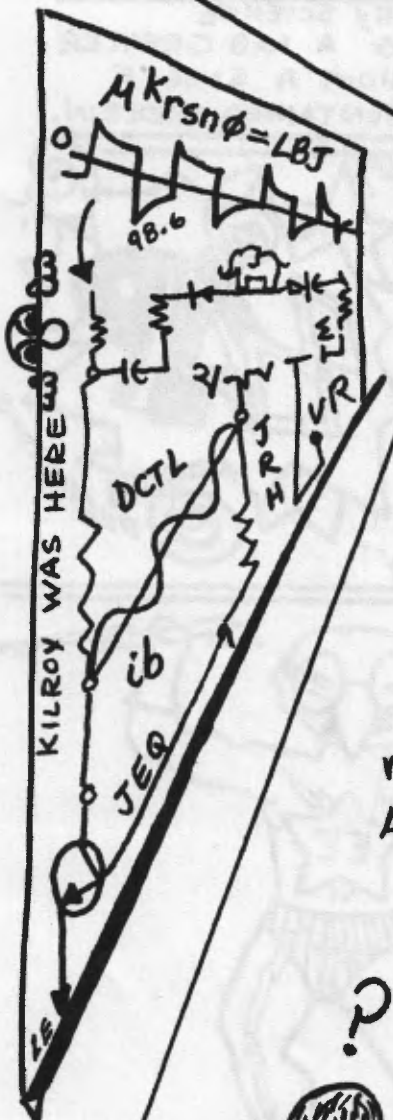
CAN DR. L.E. BE SERIOUS?



WITHIN THE NEXT FEW DAYS THE BASTIONS OF ACADEMY MILITARY LIFE WERE GNARLED TO THE VERGE OF VERY DESTRUCTION. FOR HERE WAS DR. L.E.'S SECRET — the realization of the cementing force of the Academy — *Gold☆Braids☆* — now being digested in unspeakable gluttony by *Gold☆Braids☆* gulping Gerbils!! @☆!.....

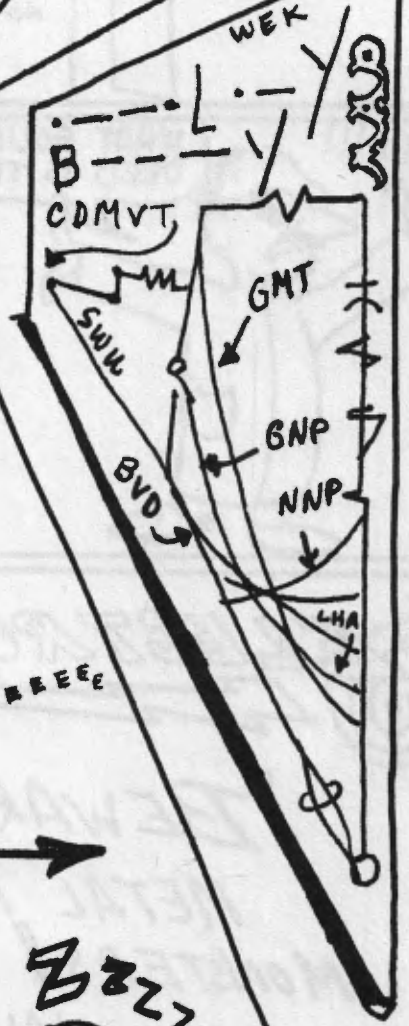
☆ → WHO? WILL SAVE THE MILITARY WAY OF LIFE ?! ☆

Now here ist the simple Lewis & Carroll approach to Problem 4, Part A, of LAST WEEK'S ten minute quiz.



WAO IS THIS?!!

... disguised as the mildly efficient EEEEEEEEEEE ACAMADICIAN .... NONE OTHER THAN →



CRINK CRACK CRACK

# ELECTRONOMAN!

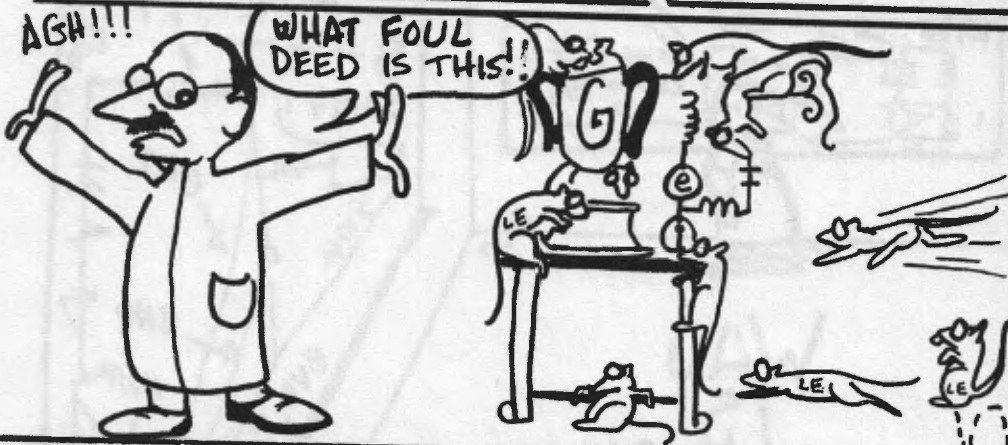
⇒ CAPACITOR MASTER!

AFTER CLASS, ELECTRONOMAN, RETURNING TO HIS SECRET

LAB, IS APPALLED TO FIND A GROUP OF GERBILS GREEDILY GULPING HIS GOLDEN GAUSSING GADGET\*!

HEAD  
SECRET LAB  
NO SMOKING  
NO FEMME!

\*RED NOTE - AWARD TO ANY SCIENCE INSTRUCTOR PRODUCING A LAB GREATER THAN 10 PAGES WITHOUT A SINGLE WORD OF ENGLISH CONTAINED THEREIN.

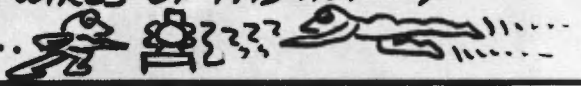


# ELECTRONOMAN

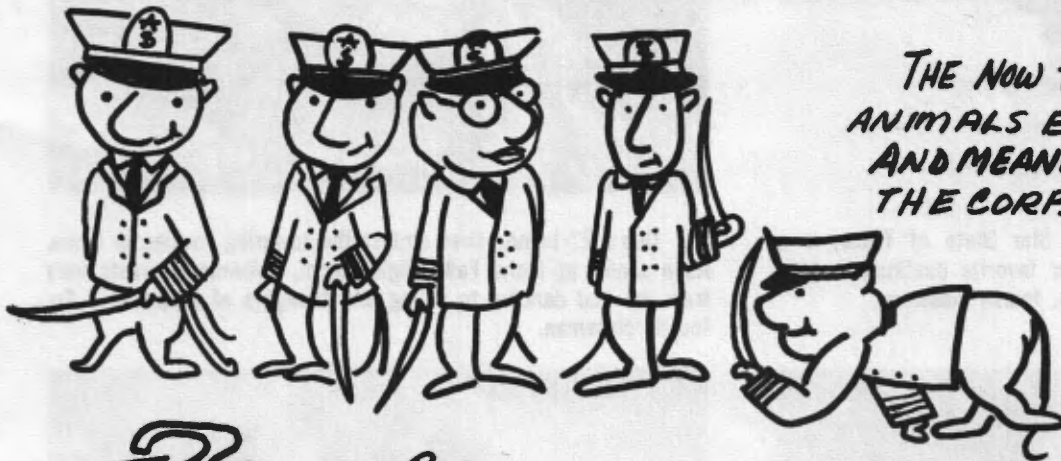
"BEWARE MINISCULE METAL MUNCHING MONSTERS! YOUR FIENDISH DEEDS HAVE PROVOKED MY WRATH!!@!"



© FEVERISHLY ELECTRONOMAN CONCOCTS AN INCREDIBLE contraption to confuse neural pathways. DEFTLY DEVSING A CONNECTION TO HIS GADGET Ⓞ WITH HIS MINIATURE TRANSISTORIZED AMPLIFIER, HE WIRES UP HIS HANDY DANDY PEN FLASH-LIGHT AND....



AND... Bionelectronically produces a Herd of harmless HAMSTERS



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BUT HAVE THE DESIGNS OF THE NEFARIOUS DR. L.E. BEEN THWARTED?



STORY BY:  
GRAHAM CHYNOWETH  
MARK HALL  
PETE TENNIS  
ILLUSTRATIONS-STEVE UMOFF

# "E" COMPANY CUTIES

by Chuck Hermann



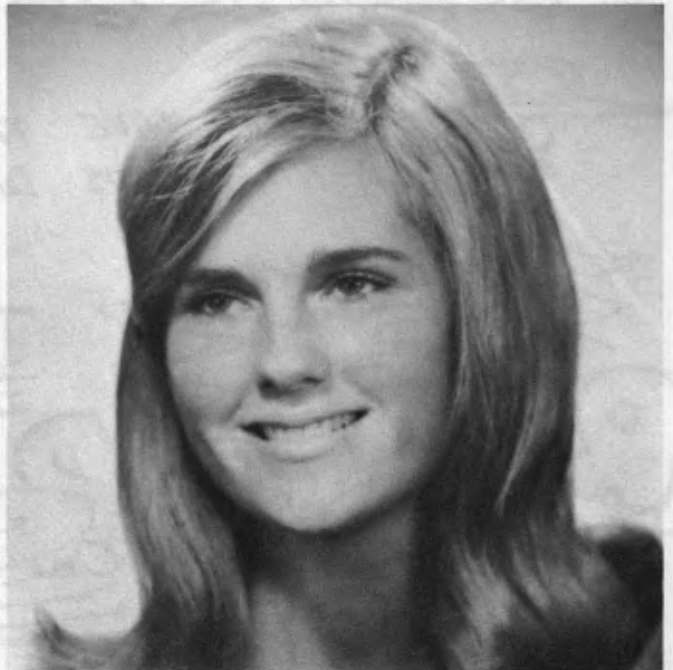
Michael, a native of the Lone Star State of Texas, is a freshman at Syracuse University. Her favorite pastimes include tennis, traveling and a special E Co. fourth classman.



This 5'2" beauty lives amidst the towering rockies in Idaho. As a senior at Idaho Falls High School, Colleens interests vary from art and dancing to skiing and thoughts of a special E Co. fourth classman.



Chris, a resident of Encine Calif., is presently a freshman majoring in psychology at Pierce College. Her favorite activities include skiing, surfing and modeling for local department stores.



Jana, a 5'4" blond hails from Springfield, Pa., and is a senior at Springfield High School. Her main interests include hockey, tennis, and traveling. She is also a finalist in the May Queen contest at Springfield.





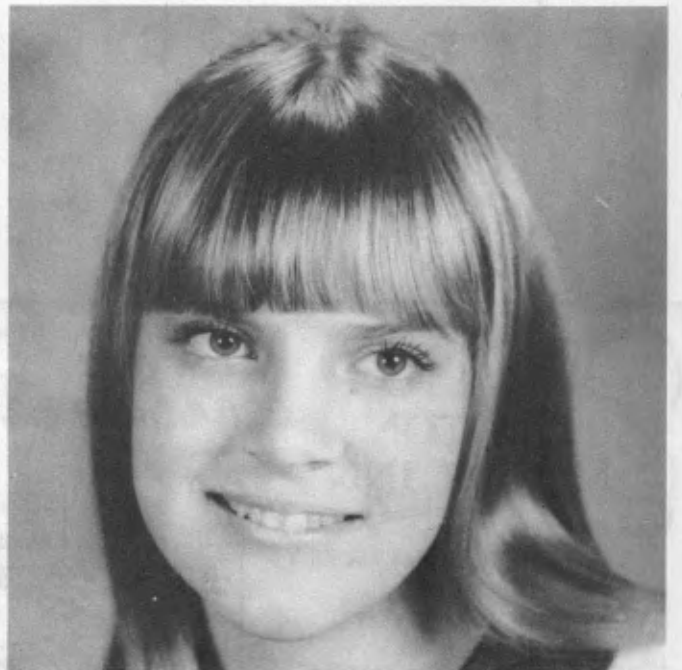
Linda, a freshman at San Jose State, is the interest of an E Co. third classman. Her spare time is spent on the ski slopes, and cooking — Mexican foods being her specialty.



Miss Fanny, a product of Chicago, Illinois, is probably one of the best known and best liked girls here at CGA. An all around girl, Annie's main interests lie in nature. Things she enjoys most include electric blankets, bareback riding and playing arms up. At present she is the only true love of a certain "E" Co. JERK.



Georgia, or "Rebel" as she is better known hails from the farm country of Eastern Delaware. She is presently employed as a secretary in Wilmington, and her main interests include, parties, dancing, fast cars, and her fiancee, an "E" Co. firstie who she will wed on June 9th.



A native of Montana, Jo Fauette is a senior at Girl's Central High School in Butte. Her interests include cheerleading, skiing and music.

"Say It With Flowers"

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## The Split Curriculum

### A Talk With Captain Foye

D. D. Ryan

D. R. Squires

Entering Captain Foye's office, one is first struck by the number of books that are stacked throughout the room. Books are everywhere, on the mahogany desk, in the bookcase, even on the windowsill. Books ranging from Coach Kapral's *Championship Wrestling*, to volumes upon volumes of works with the titles: *The Academic Community*, *The Making of a Coast Guard Officer*, *The College and the Student*, and *Current Issues in Higher Education*.

Dean of Academics, Captain Foye, sits behind his large desk cluttered with papers and a constantly ringing phone, under a large watercolor print of *The Eagle Full and By*. To his left, hanging on the wall, is a picture of John F. Kennedy. His office is conservatively finished, comfortable, and extremely active. The typewriter of Dottie, his secretary, is forever clicking in the background.

As Dean, it is Captain Foye's task to keep the academic life of the Coast Guard Academy alive and vital with the individual Cadet in mind. The Coast Guard Academy is not only a military institution, but also a well-respected seat of higher learning; and Captain Foye is a busy man, working long hours for Cadets: proposing, changing, reviewing, and then changing again the curricula and academic opportunities offered at the Academy.

Quoting Captain Foye:

If a school is constantly evaluating and changing its curriculum, it is doing a good job. The curriculum that stands still for five, ten, or fifteen years is just no good.

Captain Foye envisions a dynamic course of study open to every Cadet that will best prepare him for his career as a Coast Guard Officer.

In 1962, a bi-curricular program at the Academy was suggested by the various department heads. This new program would allow the individual Cadet to decide his field of interest and concentrated study, whether it be in Engineering or the Social Sciences. Former Dean, Captain Smith (Ret.), working with the Advisory Committee made a strong recommendation to the then Commandant Admiral Roland (Ret.) that a study be made of this change in the curriculum. In 1965-66, this program was initiated, and by the year 1968, all Cadets will be affected by it.

At the end of his Thirdclass year, a Cadet must decide whether he will go into the area of Engineering, or into Management-Social Science. In an interview with Captain Foye, a number of questions which have arisen among the Corps concerning this choice were asked.

**Q. CAPTAIN FOYE, IT WOULD FOLLOW THAT AN OFFICER WITH A BACKGROUND IN BOTH HUMANITIES AND ENGINEERING WOULD BE MORE DESIRABLE THAN ONE WHO HAS SPE-**

**cialized. WITH THIS IN MIND, WHY DID THE CURRICULUM CHANGE?**

**A.** Admiral Roland gave great impetus to the need for all officers to be better prepared in the field of management and administration. Whether an officer is an engineer, deck officer, aviator, or oceanographer, even if he operates a loran station, he should be familiar with administrative and management techniques. This includes not only experience in the area of personnel, but in financial matters as well. With this in mind the Committee set up 33 basic required courses which everyone took, and then 11 area electives in the last two years in order to give the Cadet the opportunity to study in depth a little bit more than what he had been getting under the old curriculum. We very carefully intermingled these so as to have one Cadet Corps, some of whom were going a little further in depth into Engineering or a little further into Humanities. I want to emphasize that no one wants to create two separate bodies within the corps. The Bachelor of Science Degree will be the same for both curricula.

**Q. ARE ALL ENTERING SECOND CLASSMEN ELIGIBLE FOR EITHER PROGRAM? ONCE IN A PROGRAM, CAN A CADET CHANGE OR BE MADE TO CHANGE HIS PREFERENCE?**

**A.** One of the things that I have tried to do is to build flexibility into the whole of our academic programing. We have accomplished this by individual scheduling on the computer, and by underloading those Cadets who have reverted or have experienced difficulties. I have hesitated to permit shifting. I would rather the person make the right decision before he goes into the area rather than after. And one thing—I would like to say to the Third Class to give great consideration to the choice they are about to make.



CAPTAIN AT WORK IN HIS OFFICE.

Q. THERE IS A CONSENSUS AMONG CADETS AT THIS TIME THAT THE MANAGEMENT COURSE OF STUDY OFFERS AN EASIER ROAD THAN THAT OF ENGINEERING. ALONG THIS LINE, WOULD YOU RECOMMEND A CADET WHO IS DOING POORLY AS A THIRD CLASSMAN TO ENTER THE HUMANITIES PROGRAM, ALTHOUGH HE MAY DESIRE TO BE AN ENGINEER?

A. I am disturbed that Cadets might feel this way. Both areas of concentration are on a very high level. I can assure you that the reading and writing assignments of both are equally difficult. The main reason for separating the curriculum was to help the Cadet do well—to follow the area of his interests. Our aim was to give the Cadets the best possible courses we could arrange to this end.

Q. IN THE SCHEDULING OF A SECONDCLASSMAN'S PROPOSED CURRICULA, CAN A MANAGER TAKE ENGINEERING ELECTIVES, AND VICE VERSA?

A. A Cadet should have certain basic required courses in the other area. I feel that a management student should definitely know something about such engineering-orientated courses as electronics. Likewise, an engineering-Cadet should certainly know something about Economics and about how his Government works, and should have at least an introductory course or two in literature.

As a thirdclassman, a Cadet will confer with an advisor who will help him decide which electives he wants to take. This advisor will help him lay out a flexible two-year program containing six electives, some of which may fall in the other area of study. Heavy specialization will not come until post graduate work. There is no intention of developing any specialist out of the Academy.

Q. AFTER GRADUATION, IS THERE ANY FIELD THAT IS RESTRICTED TO EITHER ENGINEERS OR MANAGERS?

A. No. The only instance that I can think of is that the number of Engineering billets available upon graduation to Ensigns will probably be filled by Engineering cadets. If a Cadet desires engineering billets or engineering post-graduate work as an officer, he should definitely take the engineering curriculum.

Q. IN CLOSING, HOW WELL DO YOU THINK THE NEW PROGRAM HAS MET ITS EXPECTATIONS? HOW MUCH IMPROVEMENT HAVE YOU OBSERVED, AND WHAT RESULTS DO YOU FORESEE?

A. It is a little early to evaluate the entire program. I have been extremely pleased with the progress of the first two years. The Academic Council has already recognized some difficulties and we have instituted several changes, such as making the First and Fourth Class curriculum lighter.

The unsuccessful part comes from cadets choosing the *wrong area*. If Cadets will take advantage of the opportunities offered to them through this program, I

would hope that such progress would continue.

The purpose of the Academy education is to educate and train men who can be good Coast Guard officers, period! We are making every effort to create a curriculum that will allow maximum flexibility and an opportunity for every Cadet to do his best in the fields in which he is most interested.



This will be the first of two articles on High Fidelity. In these two I will attempt to describe all of the basic components of a good Hi-Fi system. This month the discussion will be about the power system. Next month's will be about the actual sound units (speakers, etc.). Today there are two basic circuits used in all power units, transistors and tubes. There has been a growing debate over which one is superior and frankly, no one has been able to prove anything conclusive. All that can be said conclusively is that presently high powered transistor setups cost more than tubes but they require almost no ventilation and less maintenance. The term 'solid state' seems to produce something magical in everyone's minds even though tubes are generally better on a price for price basis. The choice between the two is something that is a personal matter. Tube systems will probably be around for quite a while although probably they will be replaced by solid state sometime in the future. After you have flipped a coin and decide between tubes and transistors your next big choice comes in your choice of power. This also is subject to personal preference but once you have decided how much power you need, the fun really begins. Between IHFM, RMS and peak values of power are about ten other methods of producing fantastic values of power which are totally meaningless. The petter amp will give you both RMS and peak power. The wider the range is between the two values is the better your setup will be. RMS is usual method of electrical power which is obtained by a wattermeter while IHFM is a audio method of describing power which is higher than RMS values. The peak value allows you to estimate how well the set will take a surge

(Continued on page 30)

# FRENCH FRIGATE SHOALS — ANOTHER KIND OF HAWAII



by Journalist Second Class Paul Short, USCG

Four hundred and fifty-seven miles from Waikiki's busy nightlife and crowded beaches lies another kind of Hawaii—the lonely chain of sand and coral islands known as French Frigate Shoals.

An official part of the city and county of Honolulu, this crescent shaped chain of islets northwest of Oahu is inhabited by sea birds, the rare Hawaiian Monk Seal and 19 Coast Guardsmen.

The thousands of birds and other wildlife are protected by the government. French Frigate Shoals is part of the Hawaiian Island National Wildlife Refuge. The Coast Guardsmen man a LORAN (Long Range Aid Navigation) station on Tern Island.

French Frigate Shoals is made up of about nine islets all curving around La Perouse Pinnacle. This rock is 122 feet high and from a distance looks like an old frigate under sail.

The chain was discovered quite by accident in 1786 by the French explorer Jean Francois de Galup, Comte de la Perouse. The explorer was sailing the frigate Brouse in company with the frigate Astrolabe when they nearly ran aground on the shoals.

The near miss prompted him to name his discovery Basse des Fregates Francais or the Shoal of the French Frigates.

*(Continued on next page)*

## FRENCH FRIGATE SHOALS (Continued)

For the next century the archipelago was all but forgotten. In 1895 it was made a part of the Republic of Hawaii. When the United States annexed Hawaii as a territory and later when it was made a state, French Frigate Shoals was included.

Not until World War II did the chain become inhabited. The Japanese used Tern Island as a submarine rendezvous and for refueling seaplanes. When the U.S. fleet steamed out of Pearl Harbor to invade Midway, Admiral Chester W. Nimitz sent two destroyers to the area to scout around. The advance patrol surprised three enemy submarines which quickly withdrew to safer waters.

What could have been the discovery of our armada was eliminated, thanks to the admiral's hunch.

Because of its strategic position halfway between Midway and Hawaii the Navy quickly recognized the importance of the chain. Tern Island, originally just a sandbar, was enlarged with coral dredged up from the reef and became a landing strip. After the war it was abandoned.

In 1944 the Coast Guard commissioned a LORAN station on East Island. For nearly a decade the station sent out powerful radio pulses to help ships and planes navigate in the central Pacific.

On two occasions the personnel of the station had to be evacuated. April Fool's Day, 1946, a tidal wave crashed over the flat island severely damaging equipment. Then in August 1950 all hands were flown to Honolulu when a typhoon threatened. The typhoon turned out to be a false alarm. Another tidal wave threatened in October 1966 but it, too, failed to materialize.

In 1952 the Coast Guard moved the station to Tern Island.

Three large buildings and eight smaller ones adorn the dusty coral islet. It is 3,100 feet long and 410 feet wide. From the air it could be mistaken for an aircraft carrier. The most prominent point is the 125 ft. tower which sends out the timed LORAN signal.

Lt. (j.g.) Robert G. Bates C.G.A. '63 is the commanding officer. To this husky 26-year-old Pennsylvanian falls the task of buoying up morale and keeping the LORAN signal on the air.

His executive officer is Chief Boatswain's mate Benajah O. Bennet, 36, a bearded veteran of over 16 years in the Coast Guard.

The station is supplied weekly by a logistics flight from the Coast Guard Air Station on Oahu. Flights carry commissary stores, general supplies and mail. Fuel and heavy non-priority items are delivered by the cutter Kukui or buoy tenders working in the area.

"The weekly supply flight is our main source of morale," Bates said. "We look forward to the mail since that's all we see of the outside civilization."

Although they are far removed from the glitter of Waikiki's nightlife, the crewmen are not lacking in recreation facilities. The station rec hall features nightly movies, a well-stocked library, and "Joe's", a mahogany-paneled bar built by the crew. The men are able to buy beer but no other liquor.

Two 16-ft. outboard motor boats are assigned for recreation and search and rescue. Many of the outdoor minded men find the skin diving excellent around the reefs that surround the island. Tuna, Ulua, Papio, Sea Turtles, Parrot Fish and Lobster abound in the waters.

Water Skiing, baseball, basketball, pool and swimming are popular diversions.

But no matter how much recreation gear is available, nothing can take the place of a man's family. About half of the men on the station are married. Morale, though, is not a big problem according to Capt. B. V. Weston, Chief of the 14th Coast Guard District Aids to Navigation Branch in Honolulu.

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## HI-FI (Continued from Page 28)

with distortion and it also indicates how hard your tubes or transistors are being driven. For example if your set is rated at fifty watts RMS the IHFM power would be around 55-60 and the set may well peak at about 60-65 which means the components are being driven fairly hard, while one which peaks at around 90 watts RMS has power to spare. Finally the choice is narrowed to buying individual components or an integrated unit. The receiver is a totally integrated component combining an AM and/or FM tuner, preamp and amp. Some of the higher quality units deliver about 100-130 watts RMS and are good pieces of equipment although they're generally a compromise unit. The next step is the integrated amplifier consisting of a combined preamp and amp. A separate tuner is used for radio reception. These units run as high as 100 watts RMS. These units are generally of a higher quality but still represent something of a compromise unit for use in apartments, etc. The highest priced and most powerful units are the individual components. In this type of arrangement you can have as much power as you want by just adding more amplifiers with the limit being a saturation point for your pre-amp. The pre-amp is then the most important section of the power supply, it is there that all the magical things which make your tape or record sound as it should. Higher quality preamps cost about \$300, some even more. This is the system for someone who has the money and whose tastes in music require highest quality. A setup like this is definitely not the system for someone who just plays 45's and one dollar special records. It is the separate component setup which provides the most versatility for eventual expansion in a medium-large house and general system updating as the state of the art improves. The most important criteria for selection of the power unit is your own personal needs and tastes. Buying a too good system is useless if you cannot really appreciate it especially if it is just to keep up with the Jones, and too cheap a setup is frustrating, if you tell that it does not fulfill your needs.

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