

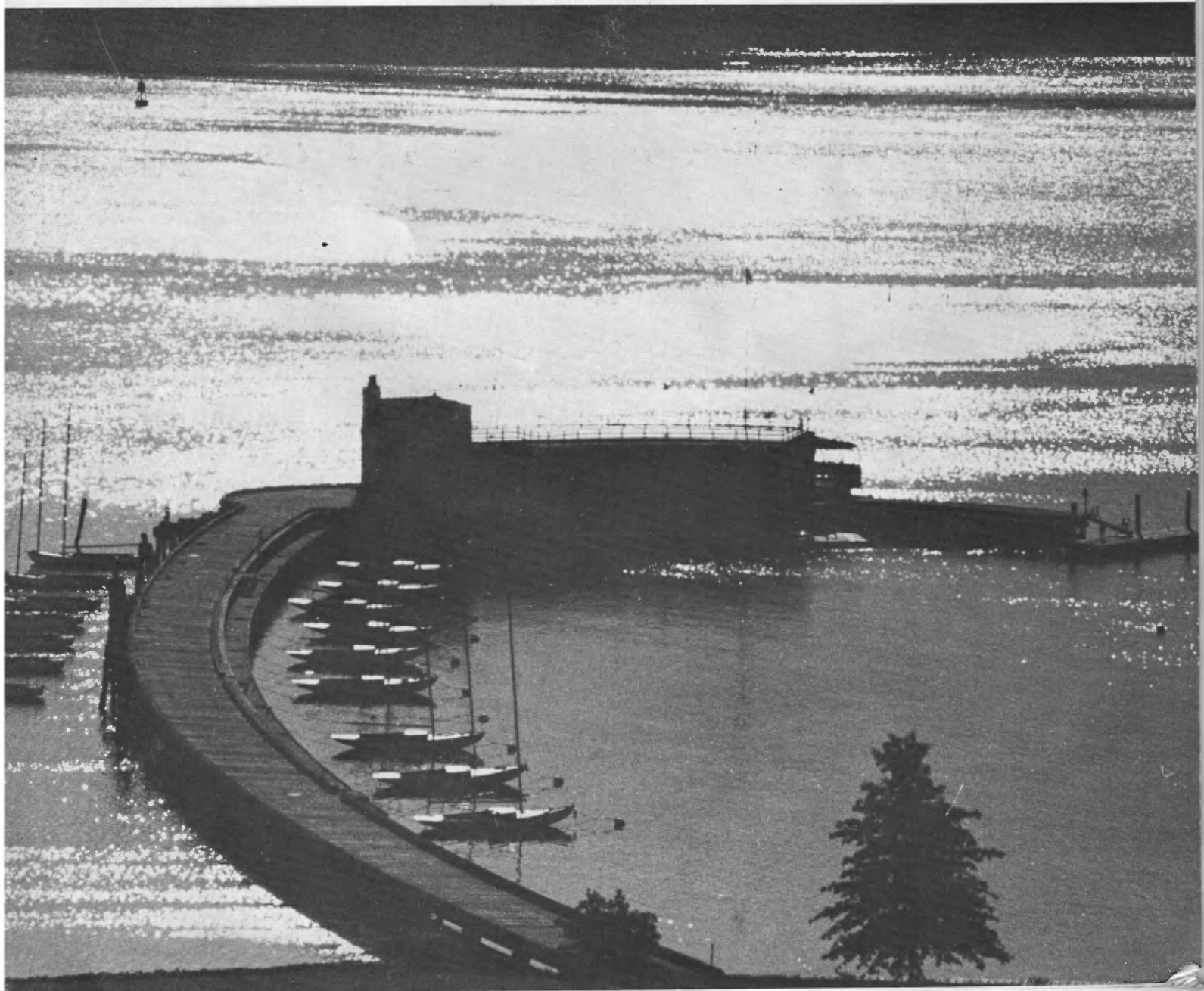
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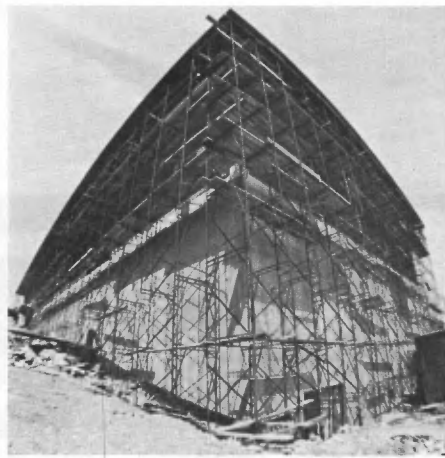
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THE HOWLING GALE

CADET MAGAZINE OF
THE USCG ACADEMY

VOLUME 17, NO. 7
APRIL 1969

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The Howling Gale is a magazine published monthly except July, August, September, leave periods and examination periods at no cost to the government, by the corps of cadets of the United States Coast Guard Academy, Box A-37, New London, Connecticut. Single copies 50 cents. Subscription rate \$2.50 per year. Second class entry authorized at New London, Connecticut.

Commercial Printers of Connecticut

Detailed requirements for admission and complete directions for applying can be obtained by writing to Director of Admissions, U.S. Coast Guard Academy, New London, Conn. 06320, and requesting the Bulletin of Information for Prospective Students.



In the course of literary history there has probably been a million pieces of writing dealing with spring. It is with some hesitancy that I give birth to number one million and one. The reader may like to stop here—if not, be forewarned that the following is no more than a grouping of impressions, many of them incoherent.

My first inkling of the coming of spring was the somewhat disappointing realization that the oranges on my windowsill weren't getting quite as cold after a night's exposure. Thus aroused, I went out and began to take store of the things around me. The red brick looked the same as did everything else inanimate. Along the curbs there were even some vestiges of snow—remnants from the huge piles so diligently accumulated by the task force of CGA groundkeepers. What was different was the air. Exhilaration is the best word to describe the overall feeling engendered . . . a consuming desire to just enjoy life.

Besides oranges there are many other indications of the advance of spring. A calendar is one, but it is often misleading. Another is outside formations, but this is likewise apt to confuse an equinoctial event with something which is more a state of mind. This after all is what spring is all about.

The coming of spring is accompanied by an interesting metamorphosis. The first class evolve overnight from biped to quadruped creatures. The spartan tree of winter blooms forth in a panorama of shiny chrome and dual exhausts. Every 1/c has his car, and the variety of machines assembled on the lower field is amazing. Here's a Vette, enclosing its impoverished owner in a mantle of steel and raw power. Behind it may be something as exotic as a SAAB, the ugly duckling of the current automobile flock. Mixed with the businesslike hum of a GTO it is not at all surprising to find the whimpering of a Fiat or the choking of a Detroit powerhouse some firsty is starving with regular.

The changing of the seasons brings with it the arrival of the spring sports. Indoor track, wrestling, swimming, and basketball have given way to sailing, tennis, outdoor track, and baseball. This moving to the outside has interjected another element into collegiate competition—weather. It is in this last respect that spring is notorious. The biggest offender is the wind. A boom to sailing, wind wrecks havoc with the other sports, especially tennis. To appreciate this, try following a lob being simultaneously acted upon by gravity, spin, and a constantly varying wind.

Academically, a gigantic struggle is being waged between the forces of booklearning and do nothingism. Neither usually wins entirely—but there is a gradual deacceleration in motivation. This coupled with the accompanying intensification of academic pressure with approaching finals has its unfortunate results—nature's trees aren't the only ones sprouting in green profusion. Be that as it may, a major in window gazing still has its appeal.

Spring leave this year was over before spring began. But there is still lots to look forward to. Graduation is paramount. Everyone is anxious to add another stripe to his sleeve. The first class have already chosen their billets and with several possible exceptions are anxious to step out into the "real Guard." For the rest of us there looms the summer program and of course leave. For at least two classes it looks real good this summer—Europe at last.

A state of mind. It is the freshness and fecundity so characteristic of spring which sets it apart from any other time of the year. Spring is much more than just a necessary prelude to another long and hot summer. It is a time for feeling, for taking in the whole of the surrounding landscape. The senses must be exploited, the self examined. Out of all this comes hope, against which all the world's purveyors of doom stand alone and naked.



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The "resistance" came, appropriately enough, not from people but from the resistors on thin film integrated circuits. These resistors, which are made of tantalum sputtered onto a ceramic base, must be precisely adjusted, measured and tested before they leave the factory. Since some variations are inevitable in mass manufacture, the necessary precision is achieved by controlling the electrolytic anodization of the tantalum. This effectively reduces the cross-sectional area of the resistors, including the resistance.

Manual anodizing would require acres of expensive testing machines and scores of operators. So engineers at Western Electric's Allentown Plant began to think in terms of a computer-controlled tester which would simultaneously adjust many resistors. The technical problems encountered in designing and building such a machine represented a tremendous challenge.

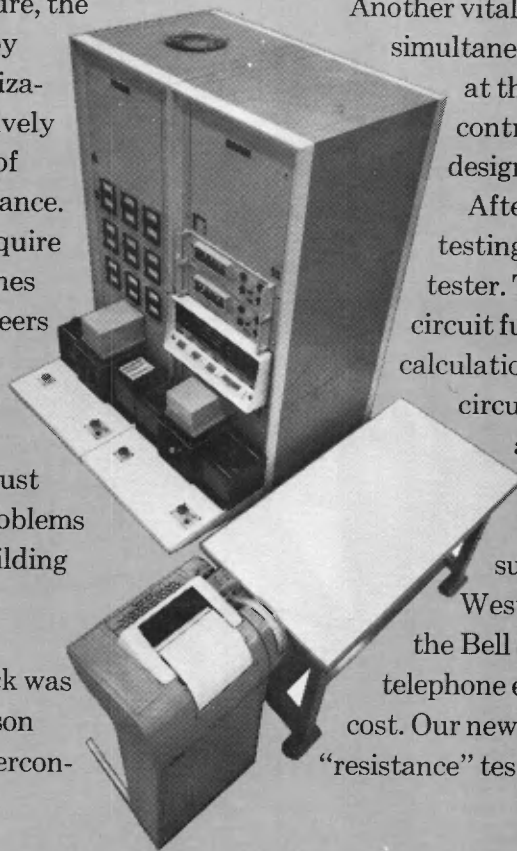
But the toughest nut to crack was how to establish a ratio-comparison technique, to adjust resistors intercon-

nected by many circuits. This technique was also needed to provide speed in testing circuit function efficiency according to precise but different requirements. The computer would use this test information for the different circuits to control the anodization circuitry for adjustment of the resistors.

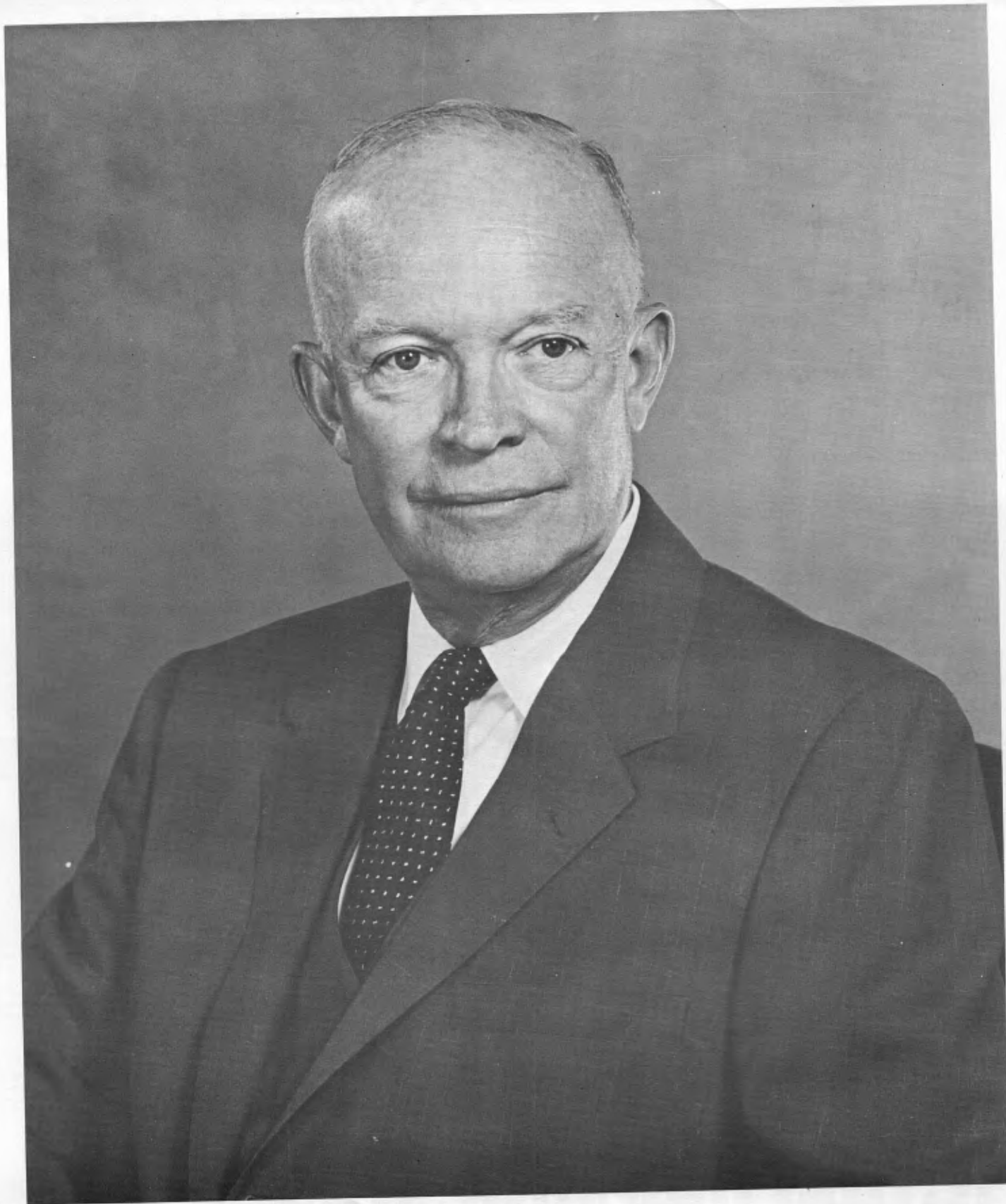
Another vital problem was the need for simultaneous adjustment of many resistors at the same time. Another computer-controlled switching system was designed especially for the job.

After months of experimentation and testing we came up with a satisfactory tester. This machine measures the circuit function, makes the appropriate calculations, commands the anodizing circuitry to make the proper adjustment of the resistors, and tests them ... all in microseconds.

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EISENHOWER
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THE MILITARY AIRLIFT COMMAND

J.B. Clarke '70

If you are to ask any cadet, what the best thing about the Academy is, his answer would be instantly and unequivocally "Leave". For it is leave that enables all of us to endure a harsh New England February, or a hot July Caribbean cruise. And though the days of leave be short they are memorable, both as good times and bad times. And though no cadet has ever had a bad leave, quite a few may have had some unpleasant experiences resulting from transportation or lack of it to and from home.

Because the Coast Guard has a limited number of planes which are always in great demand, the Academy is unable to provide transportation for Cadets on leave as does Navy or USAFA. Therefore, Cadets must take on the responsibility for finding their own means of transportation during leave, which in most instances is around some holiday season such as Christmas, Easter, the 4th of July etc. For those Cadets who live in the New England or Mid-Atlantic States area, transportation is relatively simple. Parents often drive to New London to act as a bus service home for the "troops". Even if one gets desperate he can always put his fate in the hands of Greyhound, Allegheny, or the Penn Central. Either way transportation home and back is both inexpensive and uncomplicated.

But the vast majority of Cadets are not in the envious position of getting home quickly and economically, so for us-myself included—find that getting to and from home to be something of a headache. Mrs. Sinton has helped shorten the travel time by chartering buses to Kennedy and La Guardia Airports in order to make commercial airline connections to home, but I find that the cost in flying commercial home, even on half-fare standby, to be worth more than the time saved. Hitchhiking, one of the more frowned upon modes of transportation, is unquestionably the cheapest way to get home but I would not suggest it to anyone who lives West of the Hudson River unless he has a great urge to Discover America.

There is no great need for despair, for alas, there is one avenue of transportation left which can be both fast and cheap. No, it is not Superman or the Flash but MAC, which stands for Military Airlift Command and is sometimes as mysterious as the identity of the above gentlemen. Too often cadets are not aware of the possibilities of flying home via the friendly skies of the Air Force or the Navy, or unsure of the procedures that they may waste needless time and money to get home. I am therefore writing this article with the intention of clearing up some of the misinformation or non-information about military flights.

To begin with, you as a Cadet on leave rate traveling by military transportation whether it be a base taxi, an Air Force MAC flight, or a Navy squadron flight. There are some modes of transportation which are restricted or impose certain requirements such as SAC flights, high-altitude flights, or courier flights handling classified information, but most air bases or air stations have planes used for cargo or troop movements which usually have room for passengers, space

available. Because of the confusion of your rank you may be assumed to be NROTC and not allowed to fly, but stand firm and show the airman or seaman at the passenger service counter your military ID and the part that says "Active Duty". If this does not convince him ask him to check the base policy concerning passenger service and he should find Cadets differentiated from NROTC.

As far as priority, there is no longer a distinction made in rank, but instead it is determined by the type of orders you are on. Men on emergency leave have top priority on space available flights. They are in turn followed by TDY (change of duty station). Lastly that group to which you will belong, those on authorized leave. Within each group, precedence is by the time that you sign up for the flights.

During the holidays there may be a prolonged wait especially at the larger bases, and if you are fortunate enough find a seat in the air terminal you will find it both impossible and uncomfortable to sleep. And if you find that the possibilities for a flight during the night look grim your best bet is to stay at the BOQ or VOQ (Visiting Officers' Quarters). The prices are quite reasonable with a limit of \$2 a night and in most places quite a bit less. By using the base phone you can arrange for a room and transportation to the VOQ. Most places provide a base taxi which is free and on a 24 hour a day service.

Once you have gotten your room, you will probably feel like getting out of that hot uniform, showering and changing into civies. You may want to just sack out for the night but you should take advantage of the Officers' Club on base, which is within walking distance of your room. A good dinner is both satisfying and inexpensive to the famished Cadet. The evening can then be topped off by a few after dinner drinks in the adjoining cocktail lounge. You may meet a Navy Captain and trade salty sea stories or discuss the Air Force's role in Vietnam with an Air Force Major. Either way you are bound to learn a little something more about the Military and the Officers Way of Life. If you are a bit daring or have managed to con someone into buying you a round, order a Singapore Sling, Zombie or a Mai Tai.

Before retiring for the night you—will probably want to get up early and return to the air terminal—so leave an early call with the front desk and they will also get a base taxi for you. Once back at the terminal, check in at the passenger terminal desk and let them know you are present. Most places require you to check in once a day and failure to do so will mean you will lose your precedence.

If you find that there are still no flights going to where you want to go, you may find it worthwhile to fly to another airbase and get a flight from there. This does not have to be a hit or miss chance if you take the time to call ahead to the airbase and find out what flights they have. This can be done by using either the AUTOVON or FTS phone system. You can get a directory for either of these lines at the passenger service counter. The AUTOVON line is between military installations while the FTS line is to an FTS operator who will in turn connect you with the installation. By checking ahead you will

save time that could be wasted traveling to a base with fewer opportunities.

In order to get on the flight you will have to be in uniform. While you are waiting for the flight, a uniform can become uncomfortable so you may find it worthwhile to change into civies while waiting. On the plane you may find your Uniform easily wiped out, so you might also want to take a pair of work khakis along and make the trip in them. Most of the flights are fairly long, timewise, and meals are not provided on the plane so it is advisable to buy a flight lunch. This is a box lunch which can be obtained at the passenger service counter for approximately \$.85. You are now ready to board and be on your way home, quickly and inexpensively.

INFORMATION ON SPECIFIC BASES

On the East Coast there are four major Air Force bases within close proximity. To the North is Westover AFB located near Boston, while to the South in New Jersey is McGuire AFB; in Delaware, Dover AFB; and in Maryland, Andrews AFB. A fifth base in South Carolina is Charleston AFB and along with the other four constitute the majority of the flights outside the East Coast area. Some of these bases run daily or weekly scheduled courier flights such as daily flights from Andrews to Charleston or McGuire to Travis AFB (outside Sacramento) but most flights are non-scheduled so it would be to your advantage to use the Academy FTS line and call several of the bases a few days before leave.

From past experience the following suggestions are made. McGuire AFB located off the New Jersey Turnpike is the easiest to get to but it also handles the largest number of military flights and military personnel on the East Coast. It is located next to Ft. Dix, an Army training center so that there is always a constant flow of military personnel through McGuire most of whom are on TDY. Most of the MAC flights are on large planes, C-130 or C-141, that are capable of carrying over a hundred passengers but these flights are mostly taken up by cargo so that the number of seats available is quite limited if any. If you want to get to the West Coast from McGuire, such as Travis or McCord AFB (in Washington), more likely than not you will have to take an intermediate flight part way and make a connection from there. Flights to Kelly AFB (San Antonio) or Tinker AFB (Oklahoma) or Wright Patterson AFB (Dayton) are not usually crowded (Who would want to go there anyway?) but caution should be taken or you may spend all your leave at Hemisfair '68, as those cadets marooned at Tinker during Spring break know all too well.

In the final analysis, if you are trying to get to the mid-West, McGuire is the place you should go to. Otherwise especially to the West Coast, McGuire is poor because there are too many people trying to get to the same place. If you do get stuck at McGuire there is a good chance of getting a hop to Dover. Though Dover handles a good amount of traffic, the base and surrounding city are small in size, and commercial transportation is sparse. MAC flights themselves are very erratic in nature and you cannot depend on anything. For this reason Dover is not one of the best places to try and get out of.

Westover AFB has schedule courier flights which run up and down the East Coast but these planes are small and only have a few seats. What this is leading up to is that of all the bases on the East Coast, Andrews AFB has the best possibilities for flights South and West and is only second to McGuire

in flights to the Mid-West. The base is divided between the Air Force and the Navy and there is a separate unit and airfield for each. Therefore your chances are double-fold of getting a flight. But though the two try to work in coordination it is worthwhile to check what the other side is doing. At Andrews when you sign up for a flight you card is punched with a time and you keep the card. You are responsible to check in once a day and get the card restamped but other than that you are free to go and have no fear of your card being pulled because you have it on you.

For short hops there is a shuttle flight from Andrews to Charleston which will also connect to Air Force bases in Florida. Most of the flights to the West Coast originate on the Navy side whereas most of the flights South and the Mid-West are on the Air Force side. If you plan on spending some time at the VOQ mention Kerry Grimm's name, Cadet Class '70-71, who works there. It may help.

This pretty well covers the continental U.S., which until recently along with U.S. territories was the limit on military personnel traveling on leave. Recently a statement by Secretary of Defense Melvin Laird, appeared in the New York Times which lifted the ban on overseas flights, making Europe and the Far East once more open to Cadets on leave. If you cannot get enough of Europe this summer on the cruise, or want to see the world like the admission catalog says then the following information is given. Most places overseas will honor a military ID in place of a U.S. passport but it would be safer to get one. Forms for passports may be acquired from the County Courthouse on Huntington Ave across from the Garde. Passport photos can be taken at a reasonable price at Bishops Studio on Main St. The total cost is around \$15 and is good for three years. In addition you *will* be required to get an immunization record which can be obtained from the infirmary. It is Public Health Service form 731 and can be filled out

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by any corpsman. You will not need to get any new shots for the ones you received swab year are good for three years. The last provision is a form letter submitted to the Commandant of Cadets for permission to travel overseas. One requirement is a return trip ticket which can be purchased from Klingerman Travel Agency for a minimal charge if any, if unused.

If you are interested in Europe the best bet is Charleston AFB. They have flights to the Mediterranean, and Central Europe. You may want to fly into Torejon Spain, or Weisbaden, or Rhein Mein, Germany both near Frankfurt. McGuire also flies to Germany and in addition flies to England to Mildenhall AFB. Getting to Europe and back may not be as hard as getting to California, when the traffic is not too busy, but during the holidays, especially around Christmas there is a good chance you might not get back on time.

If you want to get away from the U.S. but not too far away two good places are Puerto Rico and Bermuda. The first needs little explanation to most Cadets who have made the trip the hard way—on a cadet cruise. To get to Puerto Rico the best bet is to head south to Andrews get a hop to Charleston and if nothing there take another hop to one of three Florida air bases, McCoy in Orlando, Patrick near Miami and Homestead at the Southern tip of the state. The air base in Puerto Rico is Ramey AFB and is mainly a SAC base but handles a lot of cargo for the Carribean. Bermuda, a swinging place during the five week Easter College Weeks, makes Ft. Lauderdale look like a Sunday-go-to meeting. It can be reached either through Andrews AFB or a small naval air station at the mouth of the Patuxent River in Maryland which appropriately is the Patuxent River NAS. The air base on Bermuda is Kindley AFB and also serves as the island's only airport. As an interjection, you may run across naval air stations which fly squadron flights across country or overseas. These small stations are relatively free of transient personel so, as often is the case, one may call up and make a reservation on one of the squadron flights. This can be done by contacting either Base Operations or the individual squadron and in this way avoid waiting for a flight.

If your bag is Mt. Fuji or a few waves at Wiamea Bay, you'll have to first get out to the West Coast, preferably Travis AFB. Most of the flights taking troops to Vietnam stop at Hawaii, the Phillipines, Japan and Bangkok in addition to Da Nang. As with flights going to Europe, the planes are either C-141s or commercial jets chartered by the military in which case you get a dinner and movie on the way, both gratis. Sorry, but there are no alcoholic drinks served on military flights. Do not worry for there is no drinking age in Europe, Japan, Puerto Rico or Bermuda, though there is an age limit of twenty in Hawaii for both drinking and renting cars.

Whether you decide East or West it is worthwhile to stay at a VOQ for awhile to get your bearings straight on prices and places to go. One of the best deals that you get as both a Cadet and an officer is the ability to travel almost anywhere for free and to stay and eat there inexpensively, and it is one good deal that is too often overlooked by many people in the military. In closing I wish to remind those who joined the Guard, among other reasons, to see the world can do so, and economically too. And I also hope that this article will add a new dimension to those who were unfamiliar with military flights whether they wish to go across the country or around the world.

J.B. Clarke '70



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A Company

As an encore to Fred Wilder's fine leadership in the last make, he finds himself the commander of Alpha Company. At his side as X.O. is Dan Carney, a former A Company Commander.

During last semester in I.C. and varsity competition, there was a tremendous showing by the underclass. Outstanding were such athletes as "Rabbit" Cross, Steve Hungness, and Randy Squires, captain of the indoor track team—not to forget Fred Wilder as captain of the swimming team, Mike Neal and Steve Riddle in wrestling, and Dan Carney and Frank Kline in B-ball. On the pistol team, the expert marksmanship of Tex Worley and Jeff Compton proved invaluable.

As for I.C. competition, "Coon" Huss, under the great leadership of Al Berry, won his weight division in the wrestling tournament.

Alpha Company's I.C. future competition holds very promising prospects with Barry Kane as captain of his smashing softball team. Barry will try for an undefeated season this time, as they dropped but one game in the fall. D. Waldron will lead the soccer team.

Talent is a quality, not a word in Alpha Company.

B Company

The winter is over and the fourth setup is underway. Bravo has done well in both counts. As predicted, Bravo took a commanding overall victory in I.C. Sports with first place honors in basketball, J-V basketball, and Ping Pong. The outstanding record of basketball is 28 wins as against one loss in two years of play!

With the push from I.C. Sports, Bravo presently holds 1st place in spring as well as overall competition—congrats to B-Co!

Protein Man and Smitty are the new CO and XO of Bravo's Bombers, relieving T.R. Lynch so he could go on to Regimental Commander. The 3rd setup deserves a "job well done" for paving the way to a 1st place in EVERYTHING by B-Co!

C Company

Charlie Company is now in full swing for the fourth and final Regimental set-up under the leadership of Ted Colburn and Buck Buckley. New to Charlie Company is Lieutenant Amaral a real live Coast Guard fly boy who has become "C" Co.'s Advisor.

Billets for the first class has been a big topic in the barracks this month. A Rundown of destinations for "champ" company's boys has Ted Colburn on the Rush, Spock on the Iris, Don (Doughnuts) Debok on the Winnebago, T.G. on the Gresham, "Regs" Curtis on the Staten Island with Fred, "Wide Awake" Dale on the Campbell, Jay Omega on the Staten Island, Vince on the Morgenthau, Bas and Syrian on the Duane, George on the Kukui, Larbow on the Androscoggin, Buck on the Absecon, The Frenchman on the Cactus and Frenchy alias Dubis on the Bibb.

Noticeable too on the campus these warm spring days are the new cars 69 has just obtained on 21 Feb. "C" Co. has an average cross-section ranging from Mercedes to Rambler but concentrating on GTO.

In sports, C Company is privileged to have in its ranks Dave Dubois who finished a brilliant four year varsity basketball career here at CGA, and captured the total career scoring title with 1361 points. A well-done to Dave from all in Charlie Company.

D Company

As this column is being written, the Delta boys are beginning a promising IC sports season with especially strong softball and soccer teams. Winter sports netted D-Co. three runners-up and a third in the individual sports of JV basketball, volleyball, ping pong, and handball. The Company also proved to be a tough competitor in the IC track, swimming and wrestling meets. Leading our track team was Bob Thorne (overall high point man), who took first in the broad jump and second in the high jump. His scoring, along with the medley team's combined to give the "demon's" second place in the meet, while the swimmers duplicated the feat in the concrete pond with a fine team effort. Over on the mats, Jerry Kemp took the 160 lb. title, while Bruce Thomas had to settle for a second place, but was impressive with two pins on the road to runner-up position. As the Corps glides into the last Regimental make, Delta's big sports and drill cheerleader will be Company Commander Jim Hull. This Time "Fatty" represents us in the heavy sleeve league. Billet selections have come and gone. "The Group" on the fourth deck will be planting their flags from California to Massachusetts, Texas to Minnesota, and if you look close you'll even find a midnight hula dancer. Thus endeth the latest happenings from the c-400 area.

E Company

With Paul Garrity as C.O. and Jim Robinson, Larry Wheatley and Wood Stoeger as P.C.'s, Echo looks to be in good shape for the rest of the year. We had a poor start in spring I.C. Competition, but we've started to clean up, with first in the swimming and wrestling meets. With spring drill competition coming up, you can look to Echo to be leading the way again.

F Company

It's down the stretch with F-Troop and everyone is ready to finish on top. With spring here, F-Troopers will be led in Saturday reviews by Wayne Gronlund, Company Commander with Greg Magee as his XO along with a staff of Gary Calverase, Administration, Mark Present, Supply, and Jim Cain, CPO. The platoons are ably headed Bob Wenzel, Stan Renneker and Jay Snyder.

Of course in spring thoughts turn to many things and in F-Co. this is no exception but the guys will still find time to give the big effort on the I.C. sports field. Strong showings can be expected in sailing, tennis, soccer, and softball. When the days of June are here you can expect Foxtrot to be number 1.

G Company

As we head down the home stretch, the boys of Golf Company are sprinting for the rewards of spring competition. The company achieved good showings in winter competition with handball headed up by John Baker, Russ Askey's volleyball team taking a second place, and the basketball teams ending with respectable records. Also the fine races run by the boys of G-Co. helped boost company spirit.

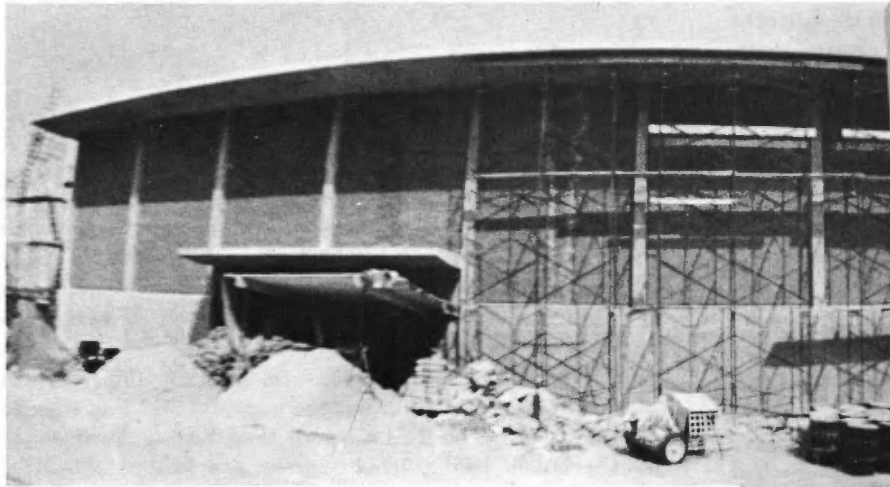
One hundredth day closed out the mid-semester with the fourth class fledgings demonstrating a high potential for leadership and responsibility. Jim Richardson as company commander and Mike Farrar as executive officer led the way.

Returning from Spring Leave refreshed and dreading the studies, Gerry Hale passed the ball to Greg Shaw, as Gerry moved to battalion executive officer. With Butch Harney as XO, the new company leadership encouraged complete effort and cooperation in all competition.

When Bruce Platz set the new Academy record in the high jump, he established the pace for G-Company's participation in Varsity Spring athletics. Jeff Cotter, captain of the dinghy team, and Rube Olsen, captain of the Raven set, lead the way in Varsity sailing as the Academy looks forward to a tremendous season in collegiate competition.

H Company

It's April, and up in Hotel Company we're all waiting for the end of another academic year. Now that the spring review season is in full swing—the end is near. Leading the Company this make are Doc Shrader, the Company Commander, and his XO, Joe Clarke. The momentum which the company built up during the winter hasn't diminished at all, and both our spring IC sports standings and drill standings are near the top of the competition. With exams and graduation but a few weeks away, everyone is looking forward to the change of pace that summer will bring—it's been a long year!!



LEAMY HALL RECREATION CENTER

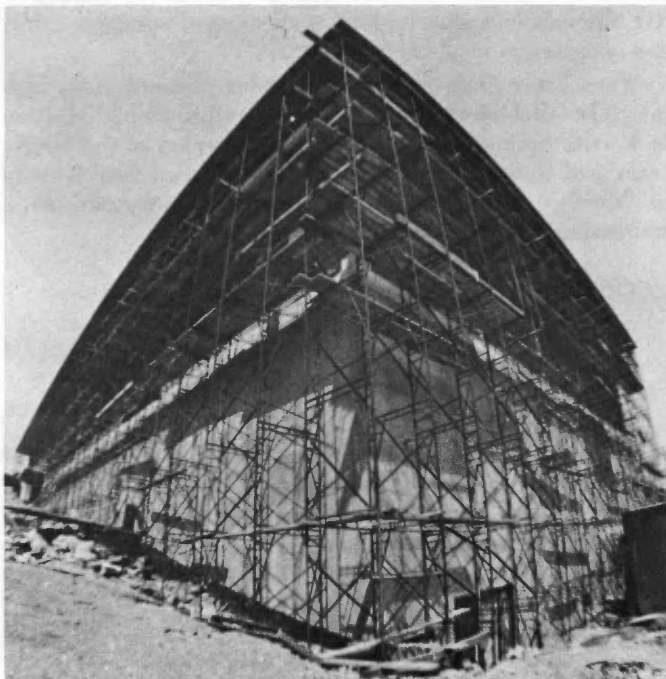
Article

G.G. Kolk '70

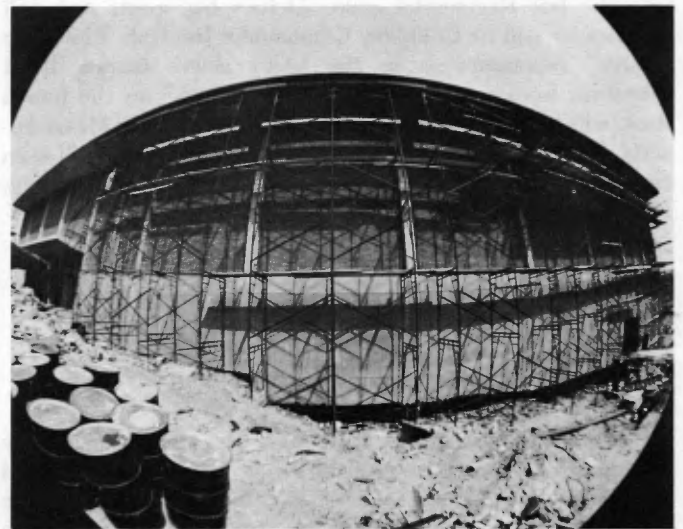
Photos By Moore

The new cadet recreation hall construction is going along on schedule. On a recent tour sponsored by CDR. Wiman it looked like the plumbing, heating and wiring are nearing completion. The next step is flooring, ceilings and paneling; all hopefully to be done by classes next August.

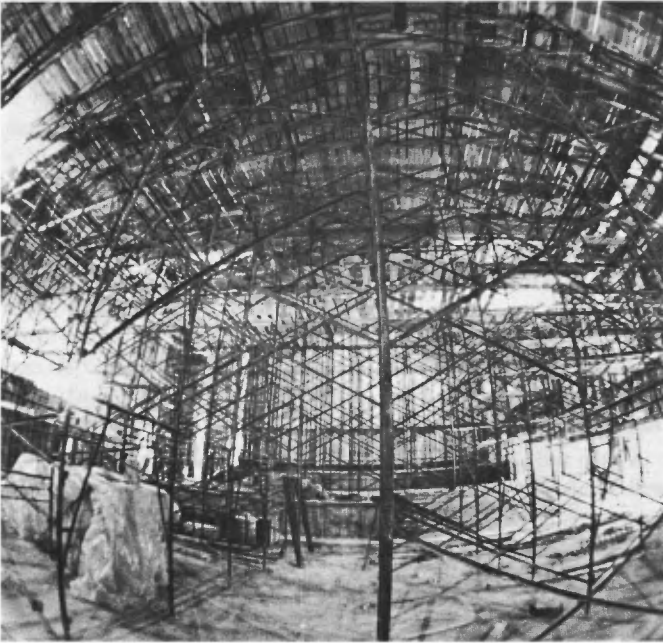
There have been some changes in the building since the plans were originally made known to the Cadet Corps. At the time of appropriating, the building was to have air conditioning in the auditorium areas only and was to include several bowling alleys on a lower level. However, in view of better long range comfort the money for the lanes has been spent to air condition the entire building including the lounge areas and ball room and purchase of the bowling equipment has been cut. Still the bowling space will have all the necessary electrical



View of the construction site from the southwest.

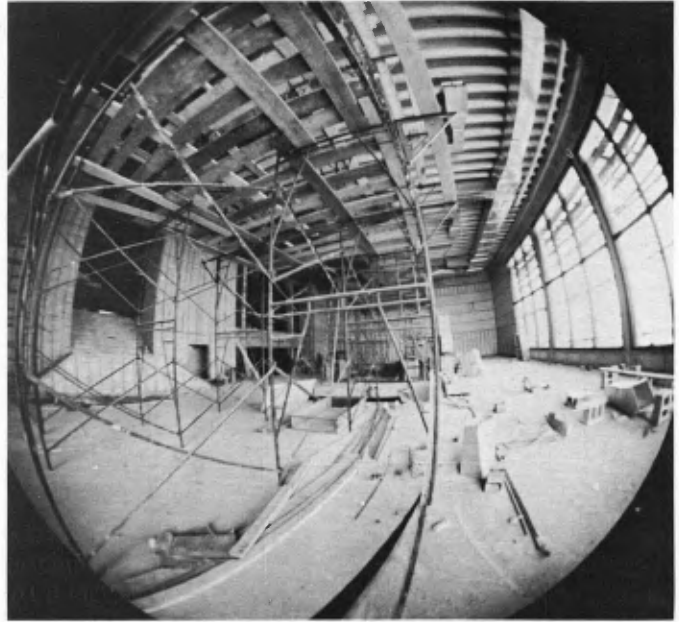


Some of the scaffolding (seen here from the west) is still attached to the exterior as concrete and detail finishing is nearing completion.



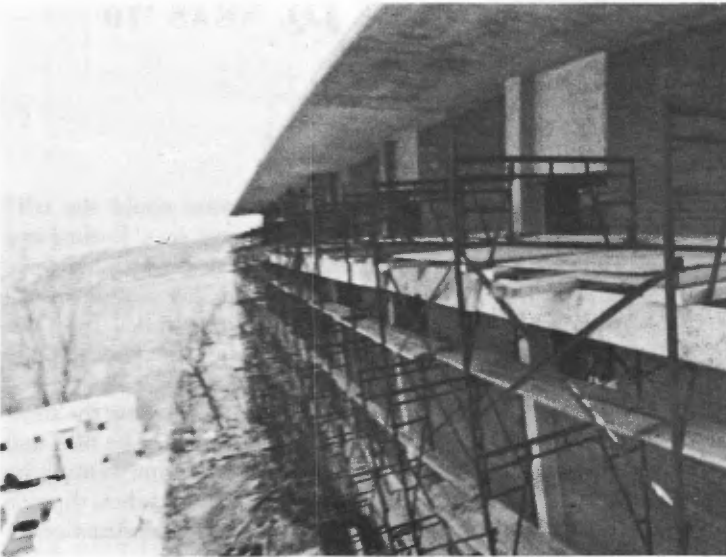
This is a view from where the seats will be placed in the auditorium, the stage is the build-up in the foreground.

connections for installation at a later date. In explaining this change CDR. Wiman expressed a hope that contract change orders might be kept at their present low figure and the money thus saved could be used to buy the alleys, furniture and pin setters. We wish him luck in finding the some \$60,000 involved.

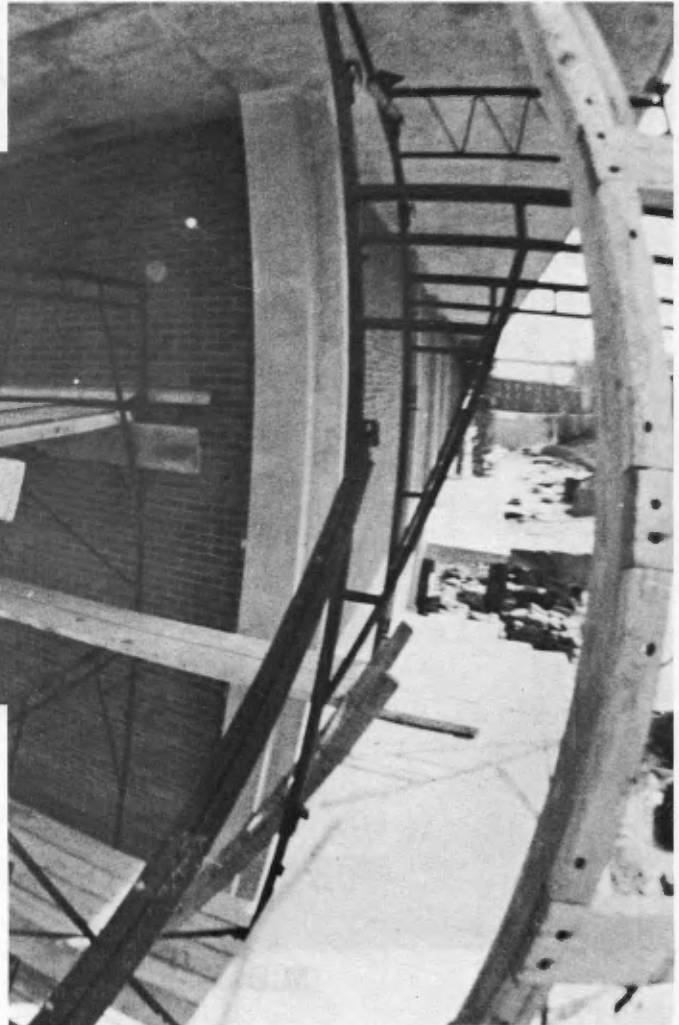


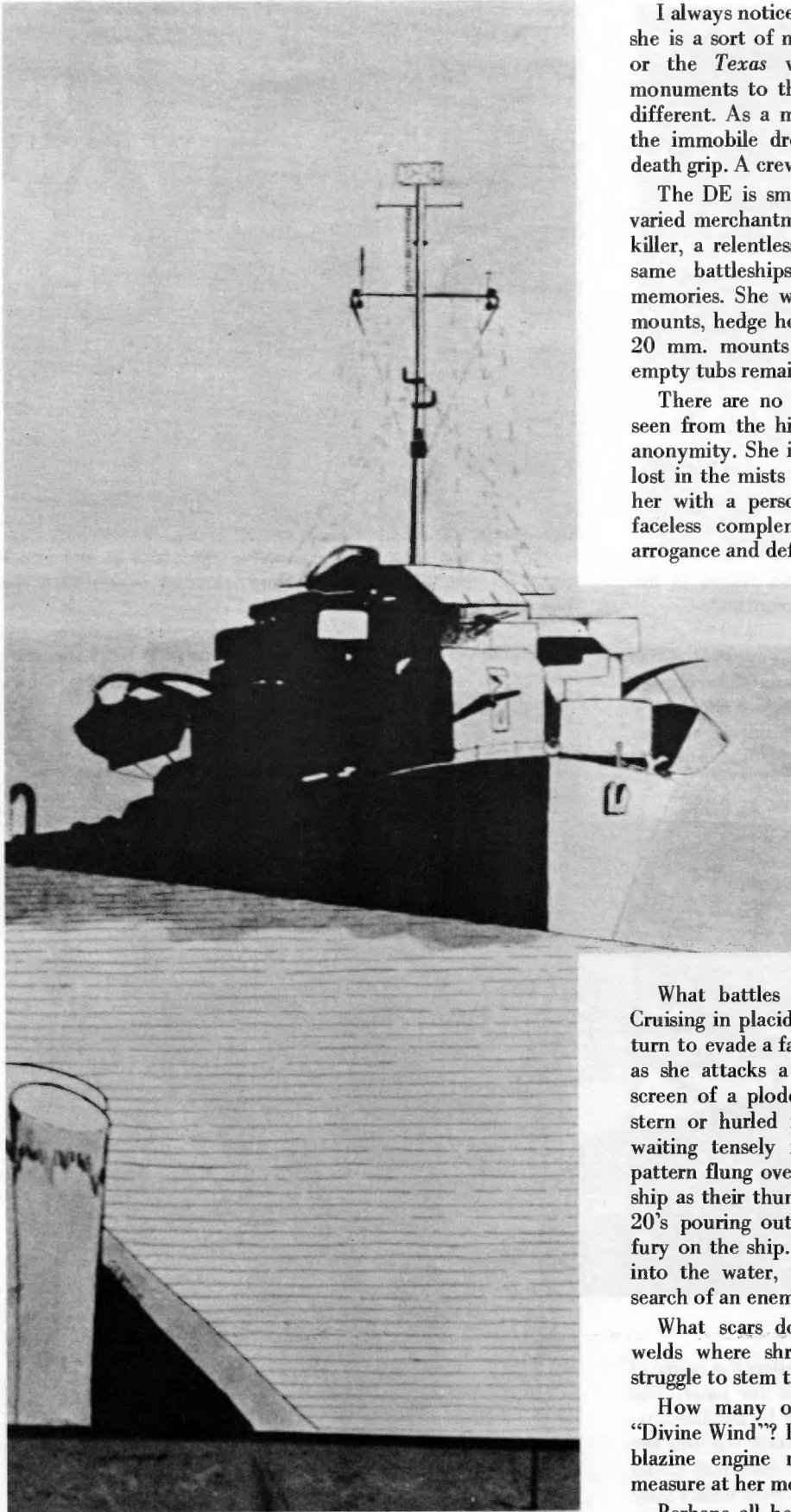
A shot of the main lobby showing the stairs to the upper lobby on the left and the picture windows overlooking the river on the right.

The Northwest corner of the building as seen from the scaffolding.



The building which will cost 2.7 million dollars has many of the features of the old recreation hall and far more. The auditorium will seat 1520 with about 40% in the balcony. There will be a lower level lounge with a snack bar and fire place and an upper lounge similar to the Chase Hall Cadet lounge. A paneled ball room overlooking the river with a large adjoining terrace is on a split level between the lounges. Also included is a multitude of offices, activities rooms and musical practice areas.





M.D. Gentile '70

I always notice her as I pass by on I-95. Moored in the river, she is a sort of monument like the *Alabama*, *North Carolina*, or the *Texas* which now float in concrete or mud as monuments to the men who served on them. Yet the DE is different. As a monument, she still lives—more durable than the immobile dreadnaughts. No mud clutches her keel in a death grip. A crew still mans her and gives her life.

The DE is small, but her shape distinguishes her from the varied merchantmen along the waterfront. She was an efficient killer, a relentless stalker of subs, a selfless screen for those same battleships that now lie entombed in their own memories. She was heavily armed for her size—two five inch mounts, hedge hogs, depth charges, torpedo tubes, her 40 and 20 mm. mounts are gone, conceded to progress, but their empty tubs remain.

There are no numbers on her bow, and her name can't be seen from the highway, yet her character is evident even in anonymity. She is named for some hero of a battle long since lost in the mists of time. Her small close-knit crews endowed her with a personality all her own. She carried no massive faceless complement like a battleship or carrier. She has arrogance and defiance disproportionate to her size.

THE "D.E."

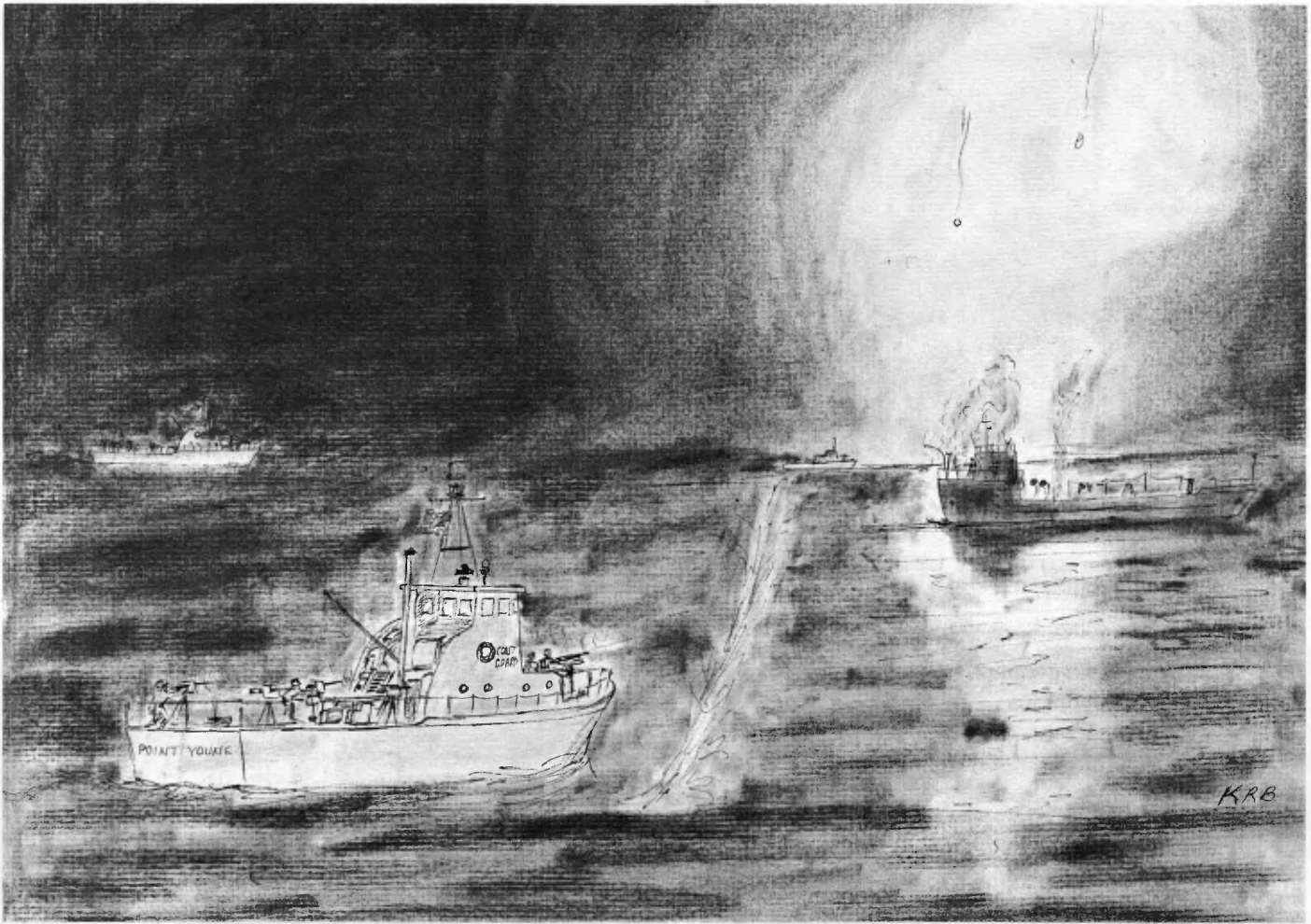
J.Q. NEAS '70

What battles has she seen? What stories could she tell? Cruising in placid waters. Laboring in heavy seas. Reeling in a turn to evade a falling bomb. Ripping the ocean with her wake as she attacks a lurking submarine from her station in the screen of a plodding convoy. Depth charges rolled from her stern or hurled from her K-guns churning the ocean. Crew waiting tensely in anticipation of a hit from a hedge hog pattern flung over her bow. The 5 inch guns shaking the small ship as their thunder reaches out for an enemy. The 40's and 20's pouring out steel to keep a Kamikaze from venting its fury on the ship. Torpedoes leaping from their tubes, slipping into the water, fanning into their spread of destruction in search of an enemy hull.

What scars does she bear? Hull patches from shell fire, welds where shrapnel seared her skin. Did her crew ever struggle to stem the rise of a near fatal flood?

How many of her bridge watch felt the wrath of the "Divine Wind"? How many engineers perished in the hell of a blazing engine room? How many gunners gave their last measure at her mounts? How many lived to remember her?

Perhaps all her heroics are only in my imagination, but I think not. Without a noble heart, no ship so small could rest so proudly at such a humble berth. I always notice her as I pass.



Artwork by Borden '71

COAST GUARD ACTIVITIES VIETNAM

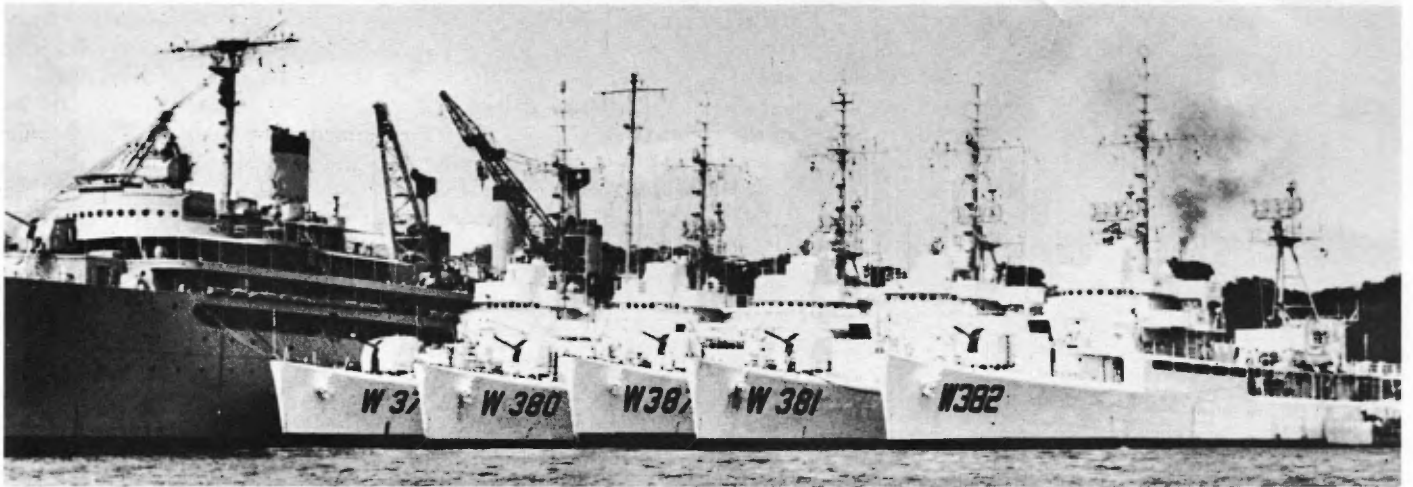
G. BOND '69

Coast Guard Activities Vietnam has two floating squadrons under its command—Squadron One and Squadron Three. Squadron One (RONONE) is comprised of 26 82-foot patrol craft; Squadron Three (RONTHREE) of five high endurance cutters (255's, 311's, 327's, 378's). The 82 boats are stationed in Da Nang (Division 11), Cat Loa Island (Division 13), and An Thai Island (Division 12). The high endurance cutters are based out of Subic Bay, Republic of the Phillipines. The two squadrons are employed in Operation Market Time which uses Navy and Coast Guard vessels to halt the flow of guns, munitions, medical supplies, food, and other essentials to the Viet Cong. The 82-footers ply the coastal areas and stop, board, and search all water-borne traffic which runs in close to the Vietnamese coast. The high endurance cutters operate on

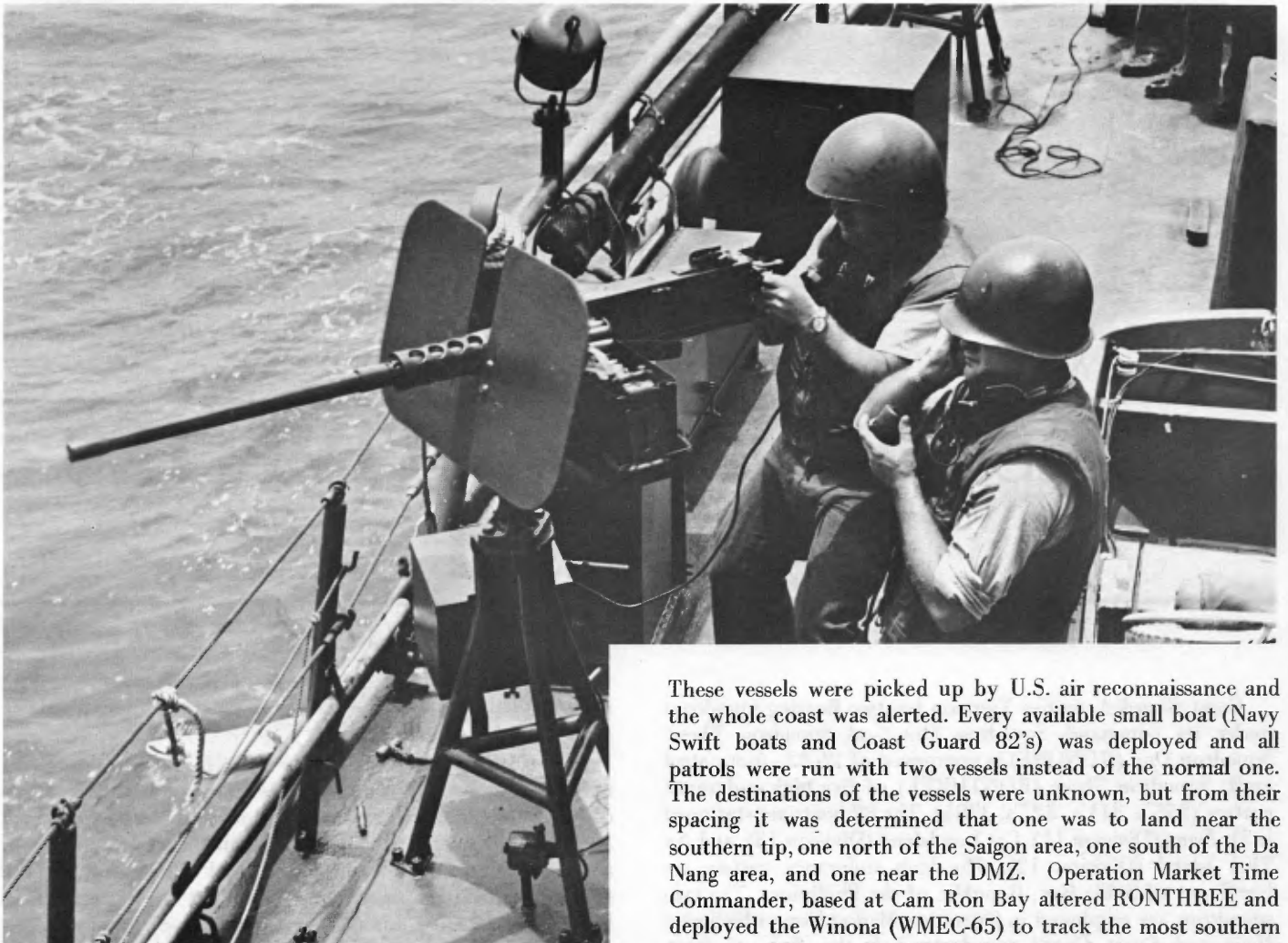
station further off the coast as a deterrent to larger craft attempting to land munitions.

The North Vietnamese supply their forces in Vietnam by both land and sea. Their sea routes comprise two basic types of craft, the close inshore boats and steel hulled vessels which approach the coast, parallel the 12 mile territorial sea limit, and then dart into Vietnamese territorial waters, rush into the shore, and off-load their cargo. Some of these steel hulled boats make it, most don't. This is the story of three who ran afoul of the Coast Guard and failed to make the scheduled delivery.

Toward the end of February, 1968, four North Vietnamese steel-hulled trawlers left North Vietnam to head south and land cargo at four different and widely spaced landing zones.



COAST GUARD IN VIETNAM—Five white 311-foot cutters of the recently established Coast Guard Squadron Three assigned to “Market Time” coastal surveillance in South Vietnam are tied up alongside Navy repair ship USS JASON (AR-8) after arriving at Subic Bay, P.I. From left are the USCGC HALF MOON, USCGC YAKUTAT, USCGC GRESHAM, USCGC BARATARIA, and USCGC BERING STRAIT.



In the Gulf of Thailand, crew members of the 82-foot patrol Cutter POINT GARNET of Division 11, U.S. Coast Guard Squadron One, put on a firing demonstration with a .50 caliber machine gun.

These vessels were picked up by U.S. air reconnaissance and the whole coast was alerted. Every available small boat (Navy Swift boats and Coast Guard 82's) was deployed and all patrols were run with two vessels instead of the normal one. The destinations of the vessels were unknown, but from their spacing it was determined that one was to land near the southern tip, one north of the Saigon area, one south of the Da Nang area, and one near the DMZ. Operation Market Time Commander, based at Cam Ron Bay altered RONTREE and deployed the Winona (WMEC-65) to track the most southern boat, the Minnetonka (WMEC-67) to track the next one, the Androscoggin (WMEC-68) to track the one near Da Nang, and deployed 82 footers and Swift boats for the most northern boat as there were no large ships available. Of the four trawlers only one escaped, the others were destroyed.

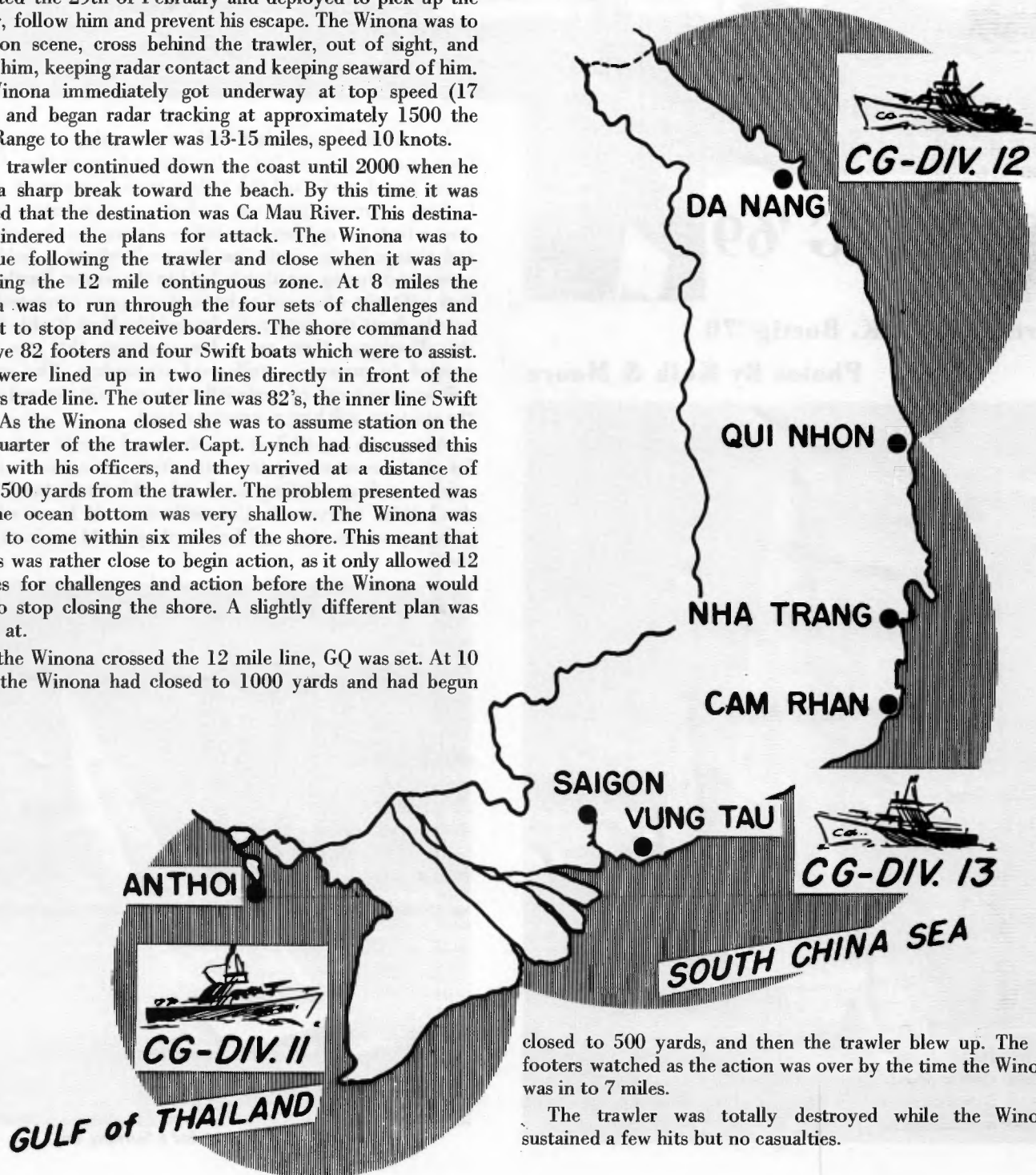
The accounts of two of the attacks are recorded in this article. The trawler near the DMZ was destroyed by the action of the 82 footers and the Swift boats. The trawler north of Saigon turned in toward the coast at 60 miles out, still tracked by the Minnetonka. At 30 miles out he thought better of the plans and turned back to North Vietnam. This was the one boat left intact.

The most southern boat also paralleled the coast at 60 miles. He was under air surveillance and was being closely followed by the coastal commands. At this time, the Winona, under the Command of Capt. H. Lynch, USCG (presently Head, Professional Studies at the Academy) was engaged in underway replenishment in the Gulf of Siam. She was contacted the 29th of February and deployed to pick up the trawler, follow him and prevent his escape. The Winona was to arrive on scene, cross behind the trawler, out of sight, and follow him, keeping radar contact and keeping seaward of him. The Winona immediately got underway at top speed (17 knots) and began radar tracking at approximately 1500 the 29th. Range to the trawler was 13-15 miles, speed 10 knots.

The trawler continued down the coast until 2000 when he made a sharp break toward the beach. By this time it was assumed that the destination was Ca Mau River. This destination hindered the plans for attack. The Winona was to continue following the trawler and close when it was approaching the 12 mile contiguous zone. At 8 miles the Winona was to run through the four sets of challenges and order it to stop and receive boarders. The shore command had sent five 82 footers and four Swift boats which were to assist. They were lined up in two lines directly in front of the trawlers trade line. The outer line was 82's, the inner line Swift boats. As the Winona closed she was to assume station on the port quarter of the trawler. Capt. Lynch had discussed this action with his officers, and they arrived at a distance of 1000-1500 yards from the trawler. The problem presented was that the ocean bottom was very shallow. The Winona was unable to come within six miles of the shore. This meant that 8 miles was rather close to begin action, as it only allowed 12 minutes for challenges and action before the Winona would have to stop closing the shore. A slightly different plan was arrived at.

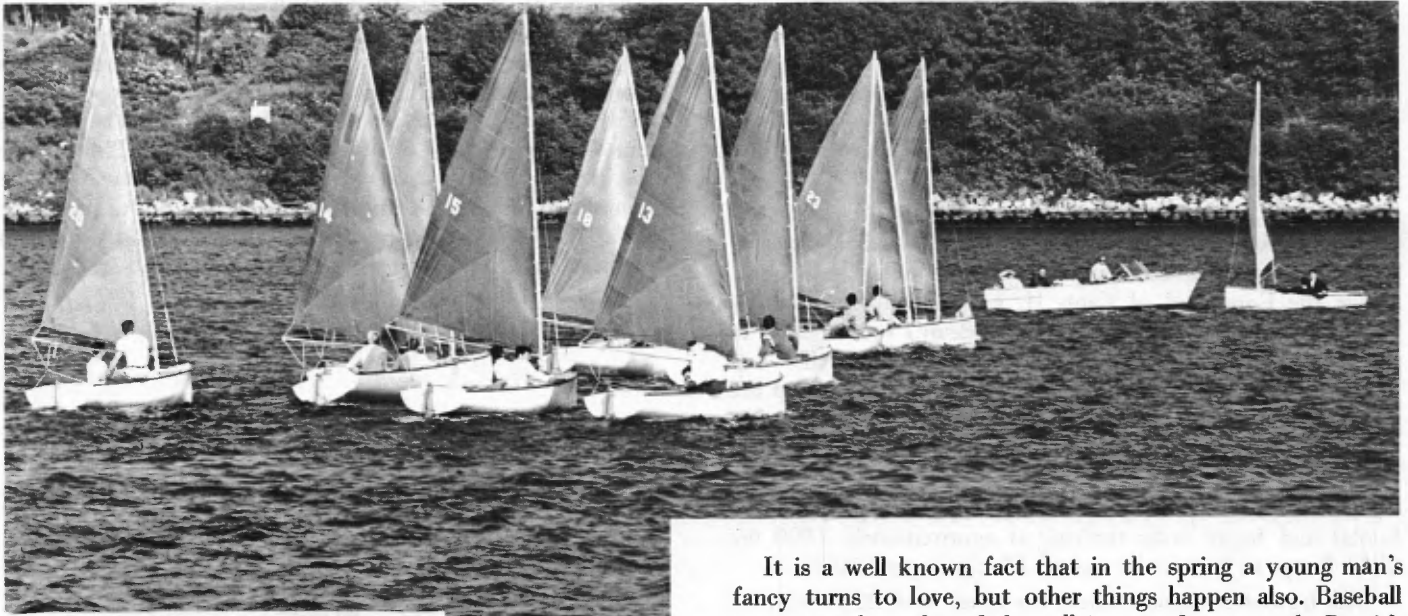
As the Winona crossed the 12 mile line, GQ was set. At 10 miles, the Winona had closed to 1000 yards and had begun

challenging the trawler. All the challenges had been given and there was no reply. The 26 inch search light had been turned on the trawler and it was obvious to all that the trawler was determined to reach the shore. The trawler then opened fire and the search light was immediately shut off. The Winona opened up with three 50's and then the 5 inch. There was a delay in the 5 inch as it was loaded with a star shell for illumination. That shell had to be unloaded and a projectile loaded. The Winona began to close as the 5 inch went into operation. In two minutes the Winona expended 24 rounds,



closed to 500 yards, and then the trawler blew up. The 82 footers watched as the action was over by the time the Winona was in to 7 miles.

The trawler was totally destroyed while the Winona sustained a few hits but no casualties.



SAILING '69

Article By A.K. Boetig '70

Photos By Kolk & Moore



It is a well known fact that in the spring a young man's fancy turns to love, but other things happen also. Baseball teams travel north and the college crowd goes south. Bearish looking overcoats give way to bulky knit sweaters and cars start a little bit quicker than before. Spring is a time of change and change brings confusion. Winter Weekend is held in the spring and Spring vacation is held in the winter. Furthermore, that militarist who used to be your company commander now speeds about the metropolis dressed like Mark Rudd. Amid all this dissonance there are a few constants that can still be grasped to preserve a uniformed atmosphere. The mess hall will never run out of apple jelly; the sun will rise and set, and the sail-team will have a winning record.

After such an off beat introduction I should write on and list all the reasons why the entire state of Connecticut would enjoy watching a sailing meet at Jacob's Rock, but I can't. I don't think everyone in Connecticut would know what was going on in the river and besides they could never all fit out there.

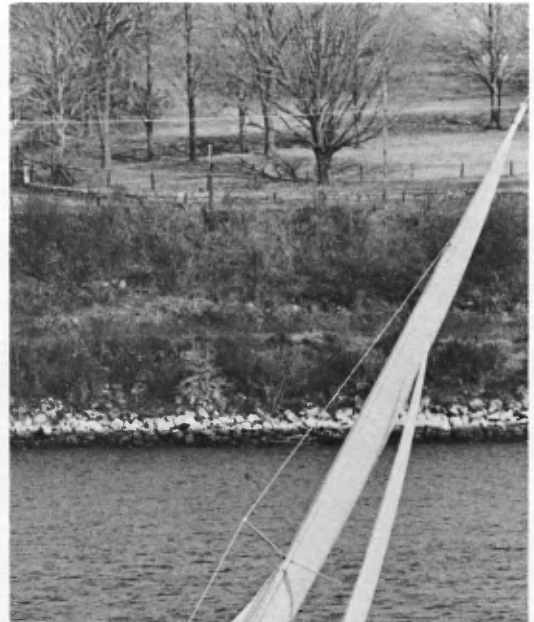


A lone laders out for a Sunday sail

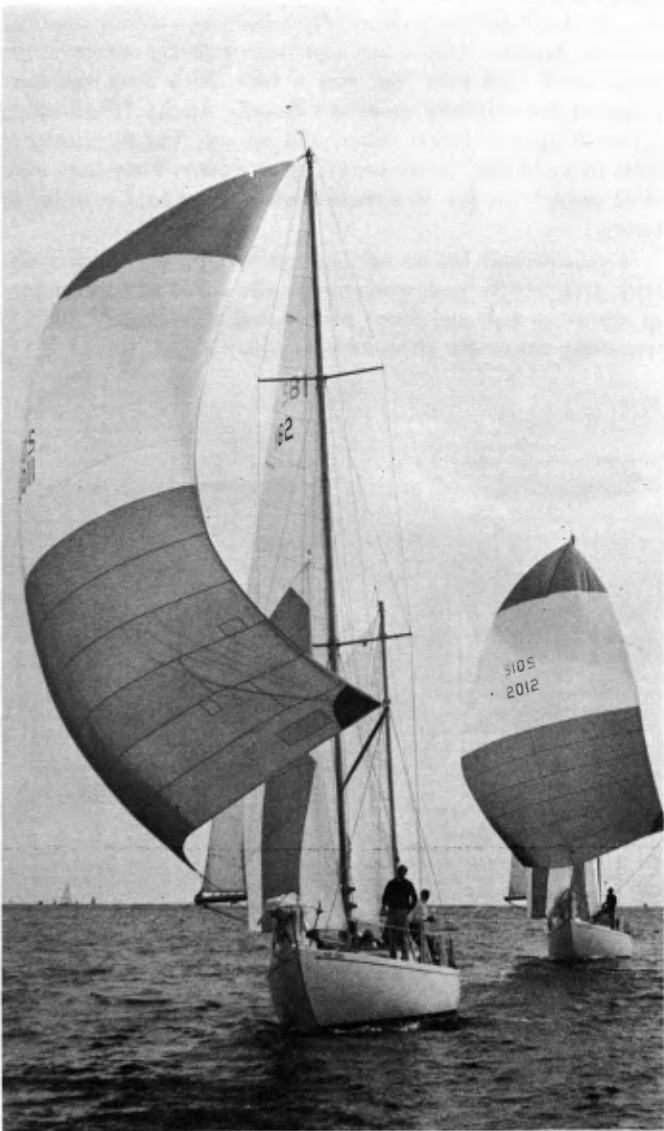


Tom Bernard and Phil Cappel outfit a Shields . . .

. . . and then put her through her paces.



Richie Keig abandons his usual dinghy for a faster Finn.



Sail boat racing is an unbelievably complex sport that combines a certain amount of physical coordination with a greater amount of mental skill and quickness. It is a three dimensional sport in which each competitor has to push himself to perform against other boats, as well as the ever changing weather conditions that include shifts in direction and speed of wind and current, and variable sea conditions. In short it is relatively easy to *sail* a boat but there is a great deal to learn and a large amount of ability to be acquired before an individual can successfully *race* a boat.

Sailing, however, is not a spectator's sport. No television network has ever sought to broadcast the "Regatta of the Week" and the future prospects are dim. To the unknowing observer a sailing meet is quite reminiscent of a Mafiosa funeral dirge except for the predominance of international orange. Even if the onlooker is well versed in the rules and tactics that apply, he won't remain interested for long unless he knows a little bit about the people involved in the meet. The competition is so intense that the personalities of many of the skippers undergo startling changes.



Richie Keig abandons his usual dinghy for a faster Finn.

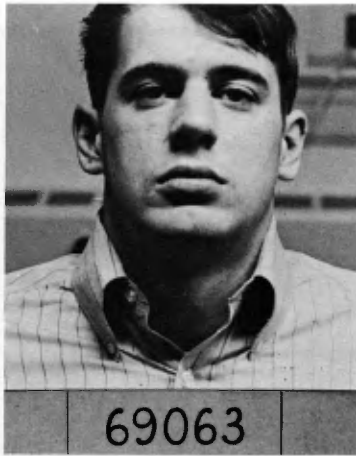


Most people know Tom Bernard as a nice, friendly easy going guy. Did he fool you, too? On the river he would happily force his own brother into a mark without a second thought. Jeff Cotter who is usually known as a mild mannered, studious, taciturn fellow can turn into a raving maniac if his performance will help him win a race. Rich Keig and Bert Kinghorn are painfully quiet but awfully sneaky. The leading Raven skipper is Rube Olsen, and no one has ever ordered Rube to yield any "bouy room" at any time. They may have asked politely or put in a requisition slip but that is as far as it goes.

If anyone still has an inkling urge to stop on down at the Rock feel free to grab someone by the collar and throw him up against a wall and force him to tell you exactly what is happening out on the river. You may have a good time.

A typical dinghy regatta start as seen from the Boathouse.





SUBJECT: Late returning from authorized weekend approximately 21½ hours.

EDITOR'S NOTE: To be nearly a day late getting back from a weekend is in itself something unusual. But, to be late and get away with it is a circumstance worthy of reporting. The following letter was submitted by B.A. Bergman 1/c (together with the noted enclosures) in an attempt to relate to the administration the difficulties encountered in returning to CGA. In it, "Warpo" tells it like it was, and the end result is a story which makes the Donner Party look like a picnic.

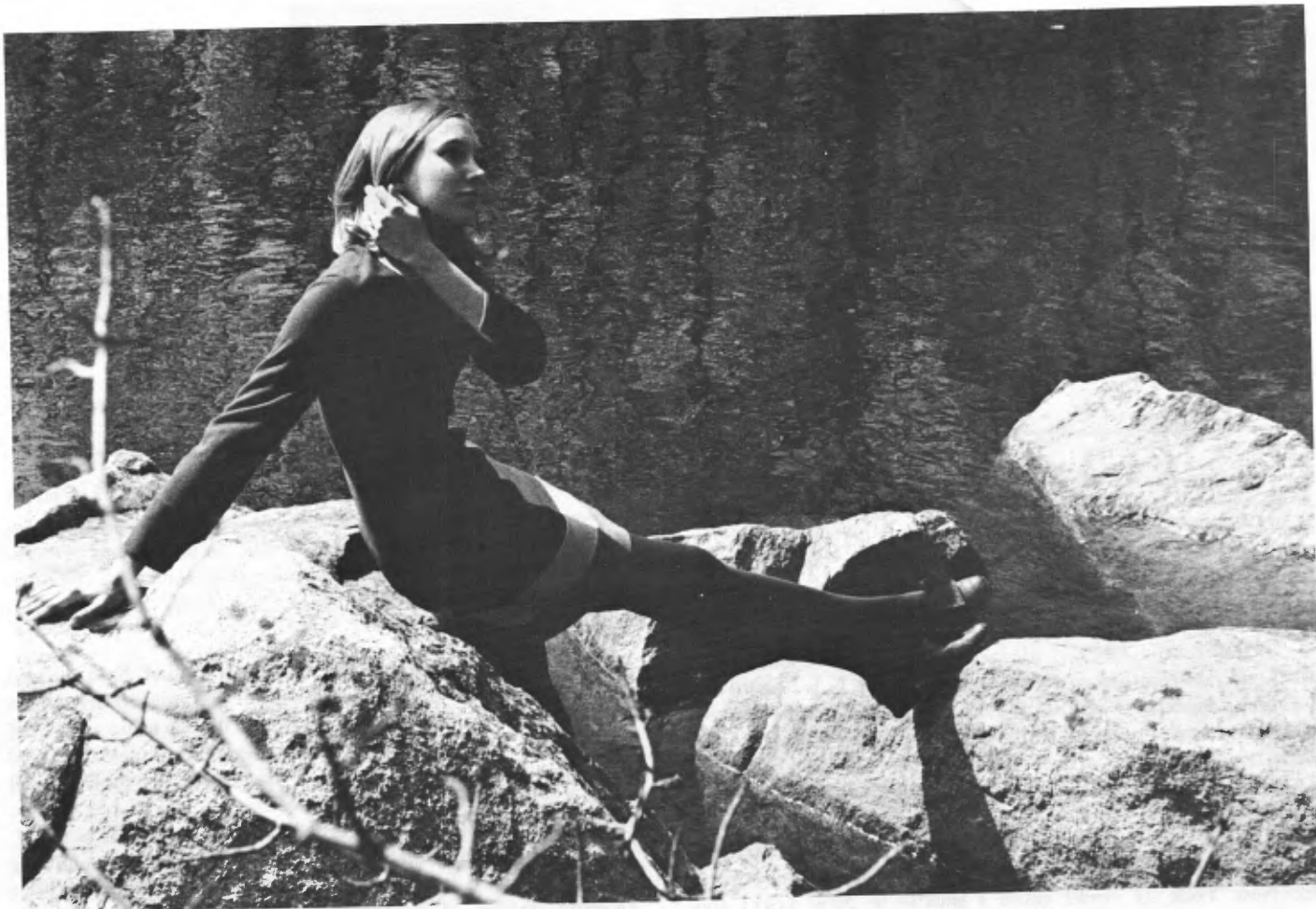
On 8 February, 1969, I departed on a Ticket and Usher weekend. Destination: own home in Madison, N.J. I heard the weather report over station W-ABC, New York; snow flurries and rain. I was concerned and accordingly left my house for an early train at 10:30. I arrived at Pennsylvania Station at 12:10. There was a train departing for New London at 1:35 P.M. due to arrive in New London at 4:43 (approx.) Having arrived prior to an hour before the train's departure time, I felt no qualms about missing it. There were two other trains after it for New York, (I could catch a shuttle to New York) and another train from Newark at approximately 4:00 PM that arrived in New London at 8:33 PM. This seemed buffer enough as I was due back in New London at 2145. Boarded train at 1:35 PM enroute to New London, ETA 4:43 (approx.) Made New York, ½ ticket collected. Left New York, enroute New London. Train stopped at Woodlawn, N.Y., South Bronx, on account of frozen switches, iced rails, remained aboard (approx.) 4-5 hours at stop. Talked to railroad man who advised that maintenance crews were hard to get on Sundays and that we might be inaccessible by road. Made decision to abandon train. Flagged down car, explain my position and ask for ride to New London. Time approx. 6:30 PM. Trudged through snow and swamp to highway (believed it was either Hutchinson Pkwy or Astoria Ave.) Road sign overhead indicated straight to 95 North. Obtained ride. Rode north toward Whitestone bridge. South of Whitestone bridge, 2 snow plows abandoned in road, traffic facing each other, jammed up, could not move. Abandoned car, ran approx. 2 miles back to end of jam where cars were turning around and proceeding wrong way back on highway. No traffic from opposite direction. Volkswagen stopped and picked me up driving into Manhattan. Driver identified self as NY policeman and said would drop me off at Grand Central Station. Grand Central trains take a different route through the Bronx than Penn trains and might be free. Car kept bogging down and I kept getting out to push. Finally realized tire was flat as rim cut my knee and pants. Could not change tire as jack would not stay put. Abandoned car. I ran to a car on service road parallel by this time untravelable. Driver in distress, name, Donald

Schmuck. Helped to free car. Service road just then plowed out. All entrances to highway blocked. Managed to drive onto Pelham parkway, drove towards New York as radio indicated all bridges and highways to Connecticut unpassable and snowplows not expected to have clear until the morrow. All exits south blocked by drifts or cars or jackknifed trucks. Drove north in seek of shelter. Motels all filled, exits blocked. Stuck on Pelham stretch, approx. 8:30. On service road saw bowling alleys. I got out of the car and ran to the alleys crossing divider of approximately 100 yards in waist deep snow. Climbed telephone pole to jump fence and came down on curb hidden by snow, hurt legs, became sick to stomach. Alleys open approx. 9:30 PM. Ran back to car to tell couple, alleys open, as car exhaust system made car unsafe to sleep in with heater on. Alleys kept open by stranded owner, 12-15 refugees present. Called Academy approx. 9:40 PM advised situation. Radio indicated no trains operable to NY, all roads blocked. Slept at alleys to 8:30 AM. Walked to station at Main Street Flushing but service to Brooklyn only. Taking 2½ hours. About 1200 road outside and highway plowed. Donald H. Schmuck and wife took me up to U.S.1 to Greenwich as radio indicated service to Boston from there, Stamford, and New Haven. Road slow because of jackknifed trucks, plow, stuck cars, etc. Reached Greenwich approx. 4:30-5:00 PM Monday. Station master indicated late trains, no scheduled last train through at 10:00 AM. 50-70 people in station came out and told Mr. Schmuck, he offered to drive me to 95 Conn. where it was clear and I could perhaps catch a ride. Caught a ride with a Navy reserve Lieutenant to Academy gates. (He was destined for R.I.) Arrived at 7:20 P.M.

I did all that was in my power to return, and left in a rational, safe amount of time to return. I was beset by weather.

Enclosed:

- 1—Pennsylvania Railroad ticket
- 2—card from Tutti's Bowling Alleys with phone number
- 3—note from Greenwich Station master
- 4—name address and phone number of Donald H. Schmuck.



GIRL OF THE MONTH-SUE DONALDSON

Photos By G.G. Kolt '70

It is with great pleasure that the Gale introduces Sue Donaldson, a Conn freshman, as its April Girl of the Month. Among Sue's interests are the piano, chess, tennis, and dating cadets, although not in that order of preference.







Five of the twenty now enrolled in the ocean science curriculum. l. to r.: John Mitchell, Don Dickmann, Dave Jones, John Baker, Lawson Brigham

OCEANOGRAPHERS AWAY

Photos By D.R. Moore '70

J.H. Baker '70

Once upon an eon, the ingredients of nature were in phase for change . . . , the above situation was observed in Yeaton Hall this fall as 20 members of the class of 1970 began pursuit of a special ocean science option curriculum. This clique of sea cadets, or more formally, oceanographers, slowly began to adapt their metabolism to accept courses never before offered at CGA.

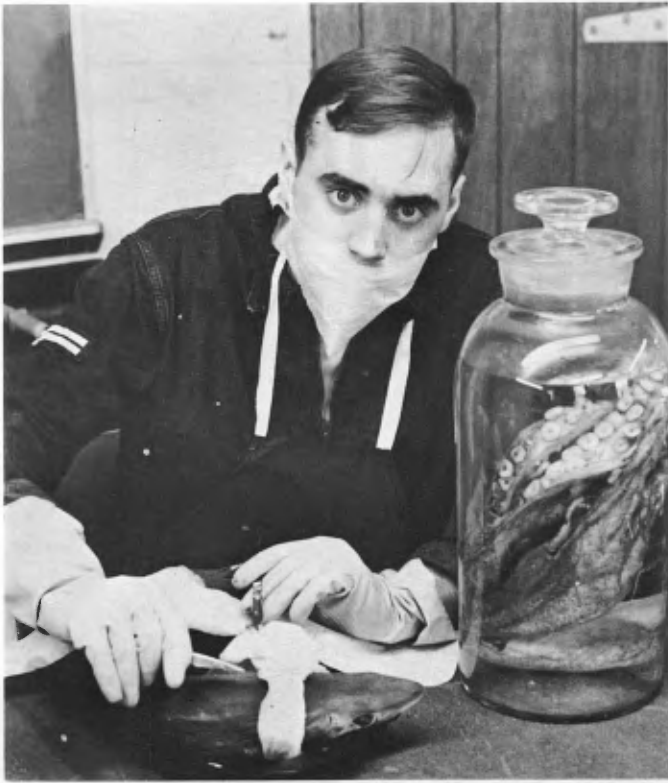
The purpose of this program is straight forward; to educate future officers in the fields of ocean sciences, the fastest growing field in both technology and basic knowledge.

The courses offered this year pretty well parallel the core engineer basics: fluid mechanics and that old favorite, EEE. The big changes are the introductory courses in physical oceanography, meteorology, and bio-chemical oceanography. First class year, we'll specialize into the run-of-the-mill, all around oceanographers, or ocean engineers. The latter will dive

into a couple of strength of materials courses plus a special ocean engineering goody. Brand X will breeze through things like air-sea interactions, harbour circulation and pollution, waves and tides, and regional oceanography.

The entire program has a lot of backing, which probably accounts for the promising summer cruises that are fast approaching. These cruises involve about six cadets per ship on actual oceanographic surveys. The normal cadet cruise entails about seventy-five cadets per ship, doing the best they can under the circumstances. These survey's will include air-sea studies near Barbados (BOMEX) and possibly glacier studies in Greenland (for all those liberty hounds).

The probability of the formation of a wet NASA increases with each day and the Coast Guard's share of the responsibilities could be very significant. When the final papers are signed, this agency will be ready for Academy oceanographers; we will be ready and waiting for it.



“Dr.” Mitchell & Patient



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LETTER TO THE EDITOR—

Dear Sir:

One of the better Academy facilities available for cadet use is Roland Hall. Our fieldhouse has appropriately been dubbed, "the finest athletic plant in New England." In the brief eighteen months since the fieldhouse began operations, it has served a wide range of functions, social as well as athletic.

Despite this impressive utilization of that multi-million dollar complex, I believe that some improvements are in order to make the Roland Hall facilities available more often for "cadet" use, especially during the weekends. A suggestion was made by a visiting cadet during one of the recent Exchange Weekends, that Roland Hall should be open on Friday evenings. Since Friday is a liberty night for most cadets and there are no academic classes the following day, little can be said to justify restrictions on the use of the fieldhouse at that time. In addition, there are some facilities, an example of which is the weight-training room, that are not readily accessible to cadets during the scheduled weekend hours that the gym is open.

I have found that many cadets have ideas which are never considered because we fail to take time to write them down and make these suggestions known. With this in mind, I have initiated the above proposal. To increase the availability of the Roland Hall facilities is in keeping with its primary mission—that of providing for the physical development of a cadet and future officer.

Sincerely,
D.M. Pittman '70

WANT ADS

For more information contact:

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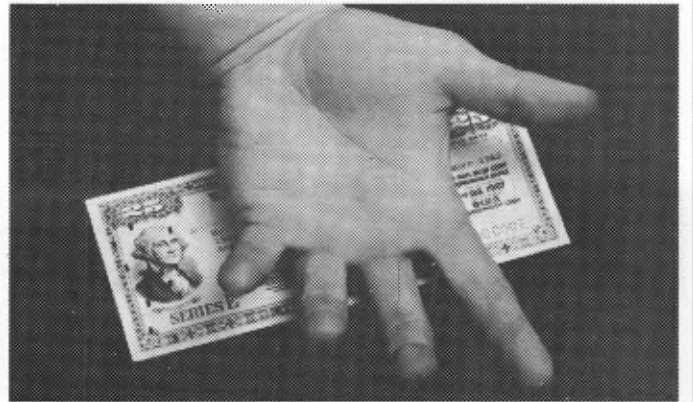
WANTED: Cabin Boy—Schooner Escanaba for a Southern Europe cruise, many extras. (must provide own sextant)

SWAP: One set of sta-press bib and tucker for pre-stressed, no-tear knickers.

SALE: One fully illustrated and up-to-date sword instruction manual, endorsed and demonstrated by Zorro.

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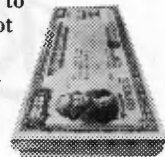
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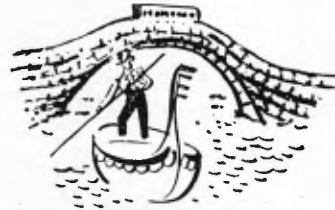
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