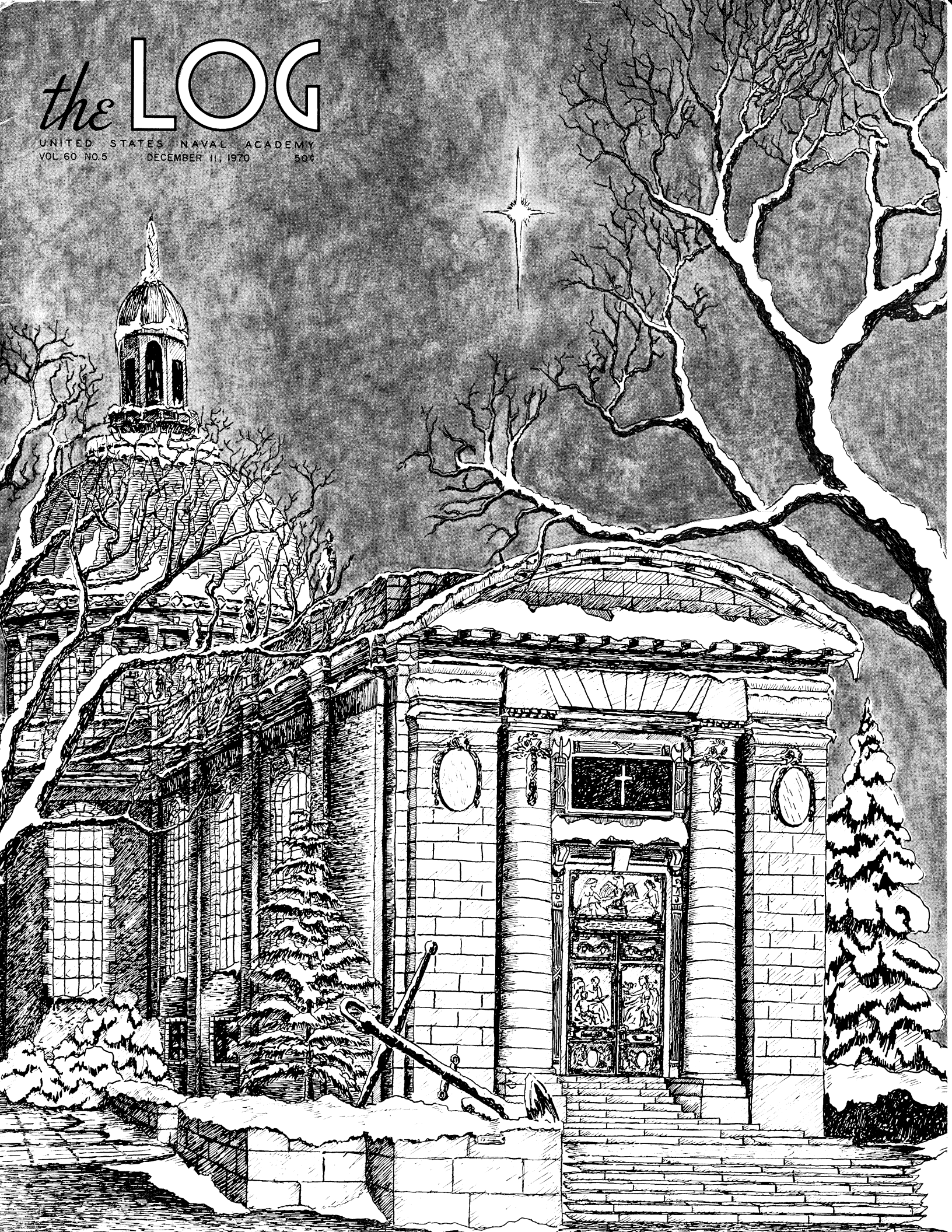


the LOG

UNITED STATES NAVAL ACADEMY
VOL. 60 NO. 5 DECEMBER 11, 1970 50¢



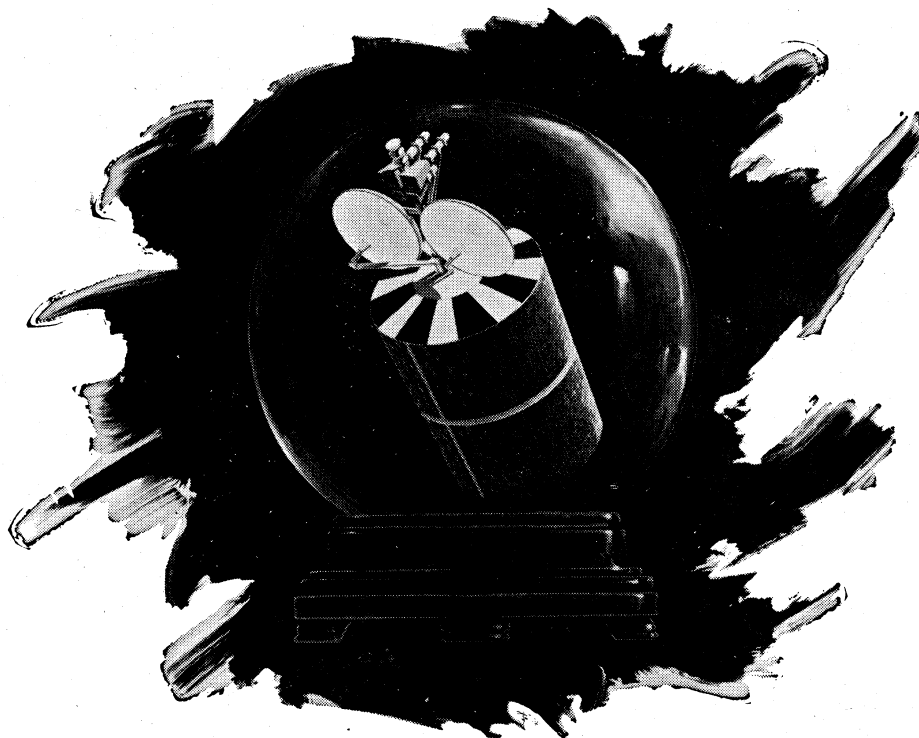


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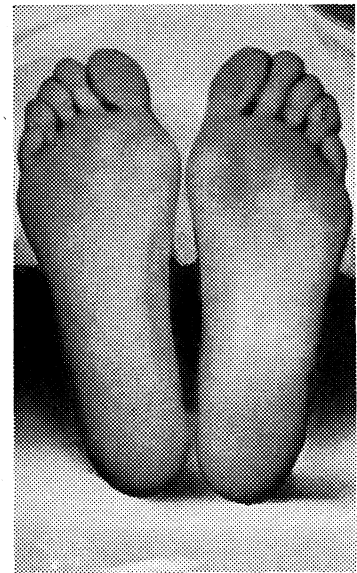
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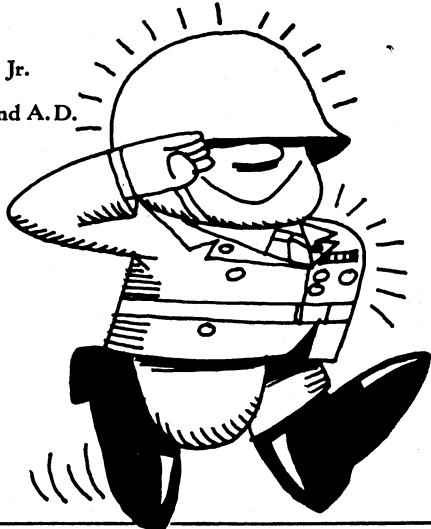
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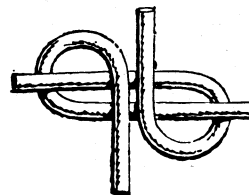
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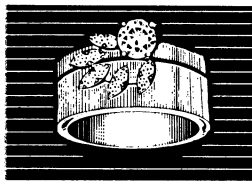
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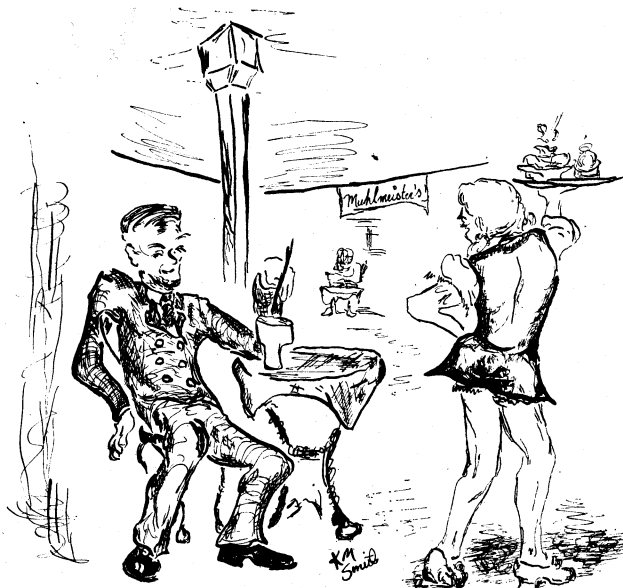
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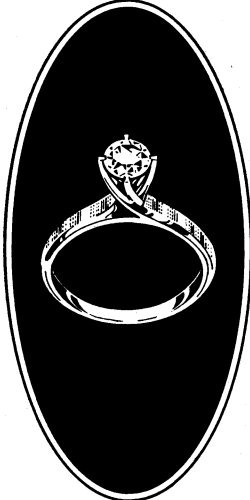
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TABLE OF CONTENTS

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	PAGE
PROFESSIONAL NOTES	8
LES ASPIRANTS FRANCAIS	9
FIRST CLASS CHRISTMAS.	12
UNCENSORED SCENES . . .	14
SALTY SAM	15
LOG PHOTO WINNERS . . .	16
GIRLS OF THE YARD	18
USNAAIP	22
THE MESSIAH	23
COMPANY BABES	24
and sometimes, MEMORIES	27
SPORTS LOG	28



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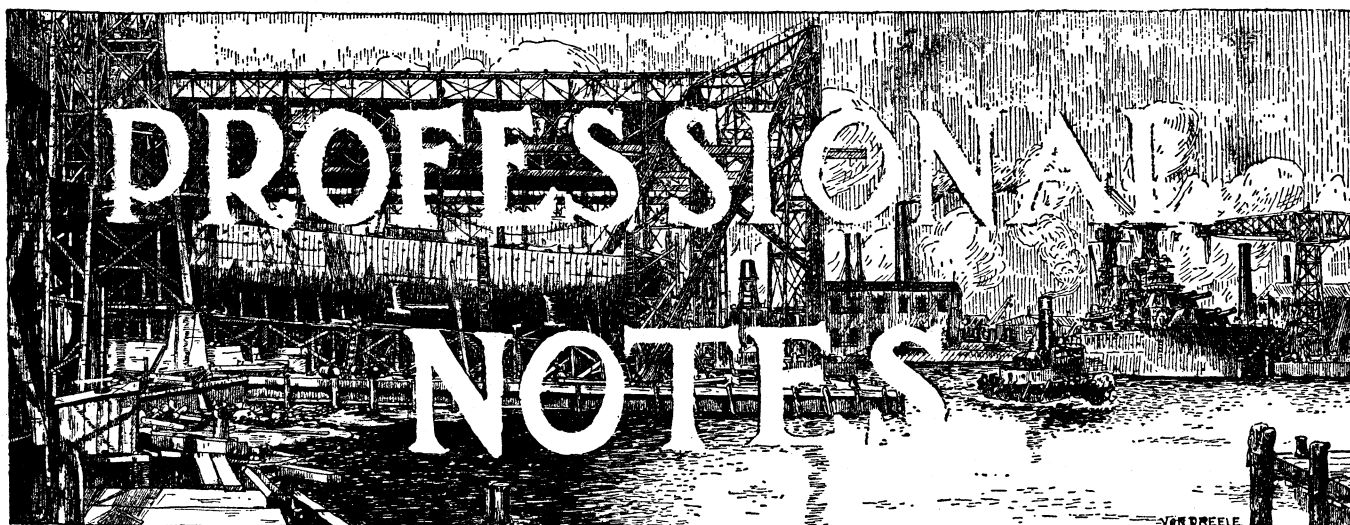
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Nuclear Power, Where To?

With the evolution of engines and hydrocarbon-burning devices one may wonder whether technology will develop as it has previously a most desired reactor. Looking at other machines, technology has developed each machine into a better and better machine. Through new innovations in the design, old photo-types have been made obsolete. In steam propulsion, as an example, there have been astounding changes since its early development. Starting with the steam piston, advancing to the reciprocating steam engine, followed by a steam turbine, it is now a possibility that they will all be replaced by gas turbines.

The greatest cause of change has been the economics of each system. Because of the desire for a reduction of cost in operation there has been great incentive to reduce costs. This has been mainly through new innovations to the system. As an example, in the last few years there has been a reduction of the heat rate of steam turbines, running now about half that of what it used to be.

For the nuclear reactor there probably will not appear a type of

reactor that is the best for all situations. In that as long as a particular power plant, designed for its location, has low over-all operating costs, then it will not become obsolete. This is similar to a dam and its production.

In the Navy most changes in nuclear reactors have been in adapting the best reactor to each type of ship and then improving upon each model. As with the development of better materials and techniques of design, there have been changes but not on the extreme level as that of conventional engines. An example of these changes is the reduction of noise in the nuclear submarines. The new NARWHAL class submarine will use a Natural Circulation Reactor. The principle behind the system is to use convection currents to circulate the coolant rather than coolant pumps. It has been these pumps that have contributed to the noise problem of submarines in the past. To a submariner the reduction of noise is a primary consideration in design.

Because of the great advantages of Nuclear Power, it will be expected to see more ships being designed with this type of propulsion. Such advances that technology brings will change the plants and these advances will be incorporated in new ships, but for a overall type of reactor seems highly improbable.

LOG 11 Dec 1970

Mercury Vapor Vs. Steam

Much interest has been aroused over the introduction of a boiler utilizing mercury vapor in place of steam. The invention should be of unusual interest to Navy men as the inventor, Mr. W. L. R. Emmet, who is also the originator of electric ship propulsion is a Naval Academy graduate.

The mercury vapor process involves the vaporization of mercury in a boiler, driving a turbine by the mercury vapor, and the condensation of the exhaust in a condenser where its latent heat is delivered to water and thus used to generate steam at a pressure suitable for use in the existing steam plant. The condensed mercury runs back by gravity into the mercury boiler. Thus the mercury vapor acts as a heat conveyor and at the same time, delivers energy to the mercury turbine.

Because of the extreme novelty of the idea, Mr. Emmet was obliged to do his work from the ground up as very little was known about the action of mercury under the conditions to which it would be necessarily subjected. There was the serious problem of making mercury-tight joints, for mercury fumes are highly poisonous. The highest grades of packing failed but the development of welding solved the question.

(Cont'd on p. 31)

LOG INTERVIEW:

Les Aspirants Francais

by Steve Clawson

Last month, the Brigade received four new members—if only for a few weeks. They were Laurent Monsaingeon, Patrice Ladrage, Xavier Rolin, and Regis Philippon, midshipmen from l'Ecole navale, the French naval school. Each was assigned to 2/caescort (Pat Henry, Art Edinger, Tom Keithly, and John Holt respectively), and they were fully integrated into the Academy routine. The new exchange program is a gesture of friendship and an attempt to achieve a better understanding between the two academies and, eventually, the two navies. Next April the exchange will be completed when four American midshipmen go to France.

The French naval school was founded in 1830 by royal order. However, these facilities were destroyed in World War II. The school as it now stands was completed in 1965. It is located near Brest in western France. In contrast to the Naval Academy, l'Ecole navale has a two year program. About 500 students take the entrance exam only after they have finished two years of preparatory school. There are billets for 70 men in each class, but 120 usually have the opportunity to enter since 50 either decide not to enter or drop out during the first month.

After graduating from l'Ecole navale all of the midshipmen must spend seven months aboard the Jean d'Arc, a helicopter carrier. Upon the completion of the cruise, they proceed to their first duty assignments.

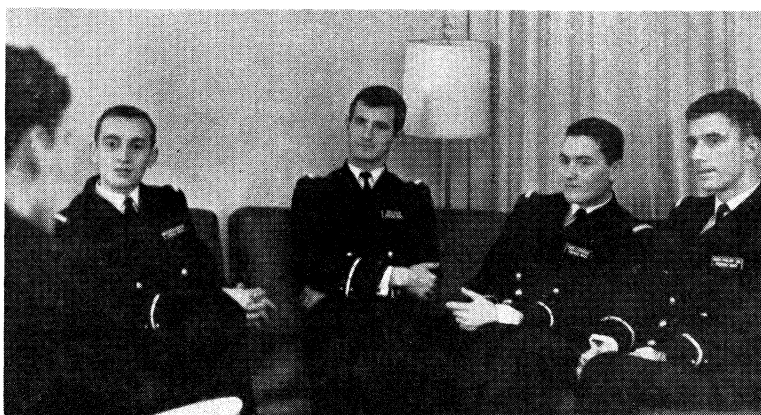
LOG: At l'Ecole navale, is there a program such as our Plebe Indoctrination System?

LADRANGE: Yes, during the first month of the first year.

MONSAINGEON: It's just traditional things, you know, there is a spirit that we are trying to give them.

LOG: What type of things does this consist of?

ROLIN: They march 15 kilometers, they run all around the yard with their hands up, and they must jump



L to R: Monsaingeon, Rolin, Ladrage, and Philippon. "... we are amazed that people are so very congenial and in a good mood."

40 feet into a net.

MONSAINGEON: ... and they recite while they run.

LADRANGE: It's much more physical.

MONSAINGEON: There are special conditions during this month, for instance, they must salute the second year uniforms and they must run instead of marching to periods. There are a lot of small things that are supposed to teach them the military attitude.

LOG: When must they run around with their hands up?

ROLIN: Twice or three times a day.

LADRANGE: Yes, in between ten and twenty minutes each time.

MONSAINGEON: ... and all the second year midshipmen are along the way to be passed through and will ask them traditional questions and see if they have good conduct.

ROLIN: They must know certain things about the naval school and they learn naval specifications and such.

MONSAINGEON: ... and they are

asked about their morale and if they are going to leave the school.

PHILIPPON: We must add that part of this indoctrination takes place on water, where our plebes learn to row for instance.

MONSAINGEON: One other thing ... during the one month of indoctrination—just for fun—they can use no eating utensils.

PHILIPPON: They can stand it because it is only for one month.

MONSAINGEON: You see, there are two types of indoctrination, one for real training and one just for fun — for both classes.

LOG: Here we've had a change in the indoctrination system and it has become less physical. Is there any

trend toward this at the naval school?

MONSAINGEON: Some people say that since it's traditional we won't change them and others say the times and the mentality is changing and so we must change the traditions too.

ROLIN: But, in fact, it's traditional and difficult to change.

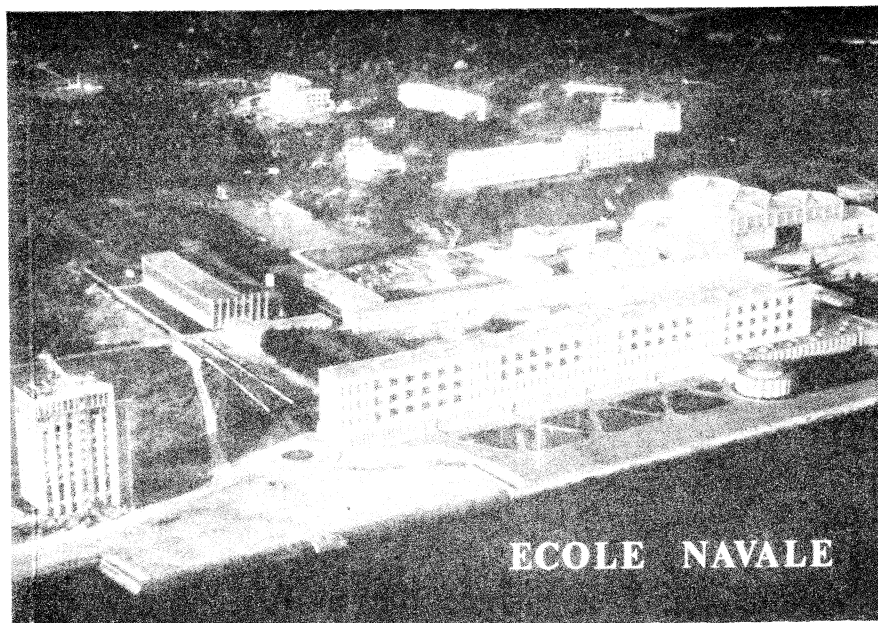
LADRANGE: But any change is not to make it less physical.

LOG: Is the school run by midshipmen or officers?

MONSAINGEON: It is run by officers and petty officers. Say, 80 per cent of the people are fried by petty officers and the other 20 per cent by officers. But never will a midshipman fry another one, even an underclassman.

ROLIN: We are as the sailors on a ship. At the school we have no responsibility for discipline. But at sea we may have some responsibility such as OOD.

MONSAINGEON: Our classes are totally separated, not as here where they are put together to live.



LADRANGE: At sea, some of us can have the job of officer of the watch, but that's only for mine-sweepers. That's the only responsibility we can have.

LOG: Are most of your courses of a professional nature?

PHILIPPON: Yes, by far more than here.

MONSAINGEON: I think that what you have in mathematics and physics core courses, we have that before we enter the academy. And in the academy itself we have much more time to go out to sea and for naval science, communications, and all that. We have a lot of training at sea. There are summer cruises plus about . . .

ROLIN: . . . one or two four day cruises each semester.

MONSAINGEON: So there are two very scientific and theoretical years before the naval school itself.

LOG: Is there any sort of majors program?

MONSAINGEON: There is not exactly a major, but if you are good in the core courses you can go for a sort of degree in some area.

ROLIN: We live close to the sea. We have one afternoon or morning each week at sea on a sailboat or tugs for training.

MONSAINGEON: . . . whatever the weather is, all winter long, once or twice a week.

LOG: During the summer, do you go on a longer cruise as we do?

LADRANGE: Yes, at the end of the plebe year there is a one month cruise, generally in northern Eu-

rope. Last year it was to Lenin-grad, Stockholm, and Portsmouth, England.

ROLIN: The second year we have a half month cruise south. Then, after the two years of school we have seven months at sea on a training ship all around the world.

MONSAINGEON: Later we spend two weeks on board an aircraft carrier and two or three weeks at a naval air base.

LADRANGE: All during the year, two or three may be picked up for a few days aboard different ships of the French navy.

LOG: What kind of options do you have after graduation and the training cruise?

LADRANGE: Even those who choose naval air must spend one or two years with surface line.

MONSAINGEON: Later there are specializations such as infantry.

LADRANGE: But one must come back to a career in the regular navy eventually.

PHILIPPON: We are all supposed to be first an officer of the deck.

LOG: I'd like to ask several questions concerning your lives as midshipmen. For example, what happens when you get fried?

MONSAINGEON: When you get fried you are first registered in the small book and then at the end of the day you are called to see the officer in charge of discipline. He will ask what happened and if you have anything to say. If it's important he will ask the senior officer who is in charge of the class and he

will decide the punishment. He will say, for instance, you have five days.

ROLIN: That's five nights in the brig with or without restriction.

LOG: This brig—how bad is it?

ROLIN: It's fun . . .

MONSAINGEON: It consists of a little room and there are two small beds.

ROLIN: . . . no mattresses, you sleep on boards.

MONSAINGEON: There are two blankets, no matter what the weather.

ROLIN: It's rather hard to sleep—the first night you don't sleep much. But you can stand it.

LOG: . . . and you're on bread and water?

ROLIN: No, no. The meals are the same as the brigade's.

LOG: If I came back from leave a day or so late, how many days would I have to spend in jail?

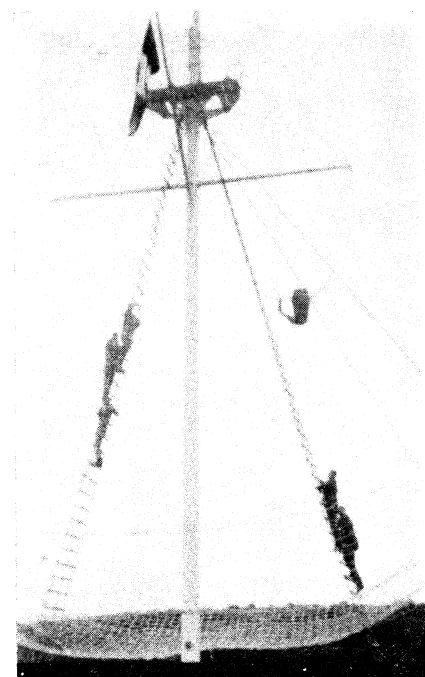
PHILIPPON: It would depend on the reason.

ROLIN: I got eight myself for that.

MONSAINGEON: Another offense is going over the wall, but actually nobody ever gets caught. It would be 15 days.

ROLIN: One guy last year got caught. He went to a restaurant to eat and he met there his company officer.

LOG: How long do your weekends last?



Plebe indoctrination fun—a long 40 feet fall.

LADRANGE: From Saturday noon to Monday morning. The second year you have from Friday five p.m.
LOG: Do you have any sort of honor code as we have here?

PHILIPPON: It is an unwritten honor code. As future officers we are supposed to follow it. There is nothing more.

LOG: What is policy as far as marriage is concerned?

ROLIN: You are not allowed to get married before you enter the school, and you're not supposed to get married during the school. But, if you get married—you can if you want, you go to jail for 30 days.

MONSAINGEON: . . . but first you have three days of leave to enjoy marriage and all that, and to have a small honeymoon . . . and then you have 30 nights in prison.

ROLIN: It's part of the contract.

LOG: This prison, do you go there after your last class?

MONSAINGEON: No, after supper.

ROLIN: Starting this year, at the end of the studying period.

LOG: Are you allowed to have automobiles while at the school?

ROLIN: Yes, a lot of people have cars but they are very old.

LADRANGE: . . . very old and very dirty.

MONSAINGEON: Every weekend two or three crash into a patch or wall or house.

ROLIN: Nobody will lend us the money to buy new cars.

MONSAINGEON: And we are paid exactly as second class midshipmen are paid here.

LOG: Are there any other major contrasts between life as a midshipman here and for you in France?

LADRANGE: Yes, we sleep much more at l'Ecole navale.

MONSAINGEON: We don't sleep at the same hours. Here you have supper at 6:30. Then from seven p.m. until two in the morning you will be all joking and having fun in the corridors, in a state of raging and all that. Then you go to bed and everybody gets up at 6:15. Absolutely horrible. So whenever you have a free period you go to bed.

ROLIN: We are not allowed to go to bed during the day.

LADRANGE: Yes, we can't spend a second on the bed.

LOG: However, Patrice said before that you sleep through all your

classes.

MONSAINGEON: But we do not sleep like you do, we are only dozing.

ROLIN: Another big difference between our academy and yours is that ours is less open to the public. Nobody is allowed to visit our school; they are not allowed to. They have to ask permission.

MONSAINGEON: The drag, for example, is not an institution as she is here. There are no special hotels for drags.

ROLIN: It is not organized for the drag and your private life.

MONSAINGEON: In France the woman is not yet under man's control, so you have to go to Paris if you want to see your girlfriend. The girlfriend won't ever come to Brest.

ROLIN: No, never.

LADRANGE: We see no civilians at the school. Only uniforms.

MONSAINGEON: You see, it is very different geographically. You are a part of megalopolis. We are about 15 miles across water from

Brest. That's three-quarters of an hour by car.

LADRANGE: Nearby there is only a village with a garage.

LOG: Is life in general more formal or rigid at l'Ecole than it is here?

ROLIN: Yes, but here there are rules that are surprising, for example, the fact that you have to be back Sunday evening, and that you can't have cars here at the Academy.

MONSAINGEON: Yes, but things at the naval school are surprising. We are not allowed to have radio sets or hi-fi's or tapes or anything like that.

ROLIN: You're supposed to work the whole day so you don't need any entertainment.

MONSAINGEON: You can't even have any cards, any chess sets . . . it's really amazing.

ROLIN: In your room you can only work.

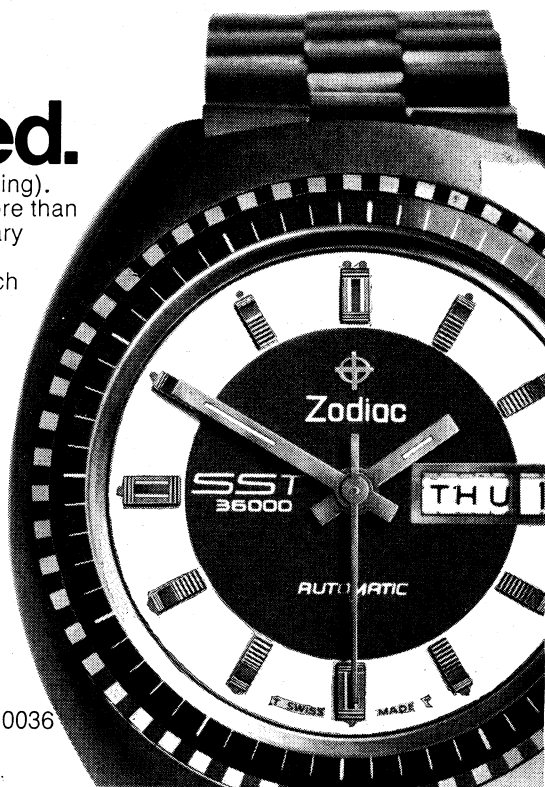
MONSAINGEON: A big difference too is the atmosphere. I think that here . . .

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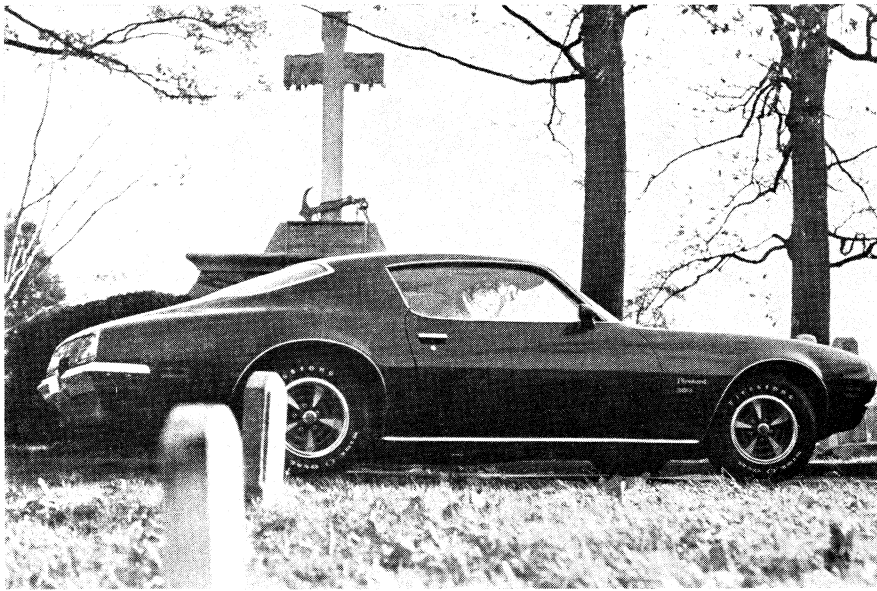
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The Zodiac SST (Split Second Timing). Guaranteed*not to gain or lose more than one minute per month. Extraordinary precision and dependability made possible by the most accurate watch movement Switzerland produces. You can actually hear the difference. The SST ticks twice as fast as the watch you're wearing now. 36,000 times an hour to be exact. This exceptional speed means exceptional accuracy . . . and exceptional resistance to bumps and shocks that throw the average watch off. Self-winding 17 jewel Swiss movement, accurate day-date calendar, water resistant. A variety of styles, all in stainless steel or 18k gold electroplate with stainless steel backs. All priced from \$110. (Watch shown, \$115.)
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*Adjustment to this tolerance, if necessary, will be made at no cost for a period of one year.



MERRY FIRST CLASS CHRISTMAS



Fire Bird 350, 1970

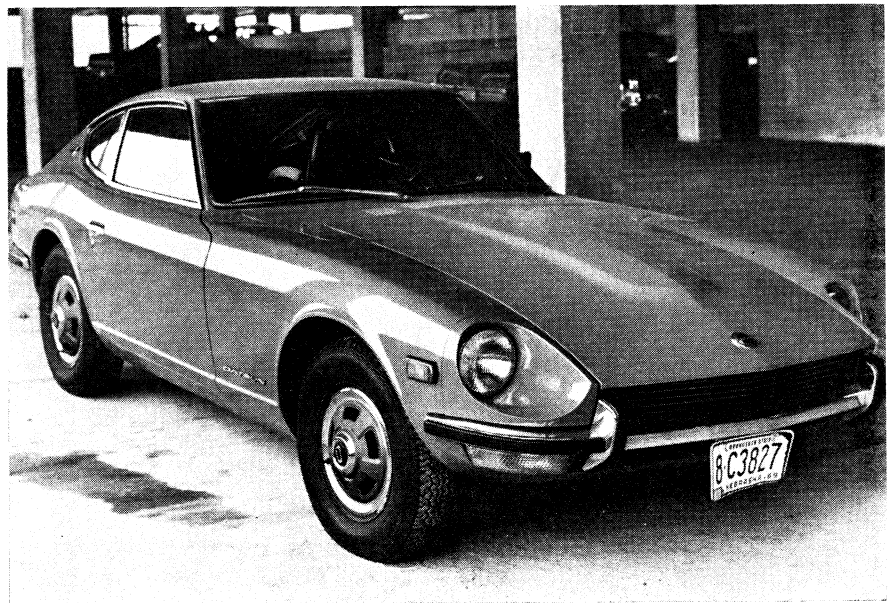
The new Fire Birds come with a standard 350 in³, 250 HP engine up to the optional 400 in³ engine. Three and four speed transmission options aid the pickup of the new Fire Bird. Two barrel carbs are standard with the four barrel installed with the 400 in³ engine. City driving averages about 15 mpg while road driving produces an impressive 20 mpg.

DATSON 240 Z

The Z car looks fast and is. Its high efficiency overhead cam engine supplies 150 smooth horses for 0-60 leaps in under 9 seconds and a top speed of over 125 mph. And it delivers 25 miles per gallon.

There's a fully independent, race bred suspension on the front and rear with fat radial tires and front disc brakes.

Inside you relax in deluxe, comfortable contoured bucket seats and lavish "GT" appointments.





Road Runner 1970

One of Plymouth's Rapid Transit System cars, the Road Runner boasts a 383 in³ (300 HP) to a 426 hemi (425 HP). It comes standard with a four barrel carb or with three two barrel carbs with the 440 in³ engine. Options include bucket seats, console, rear window louvers, spoilers, body stripes and air grabber. Transmission options include a four speed pistol grip Hurst shifter or automatic. Heavy duty suspension and brakes come standard. The famous "BEEP-BEEP" is standard.

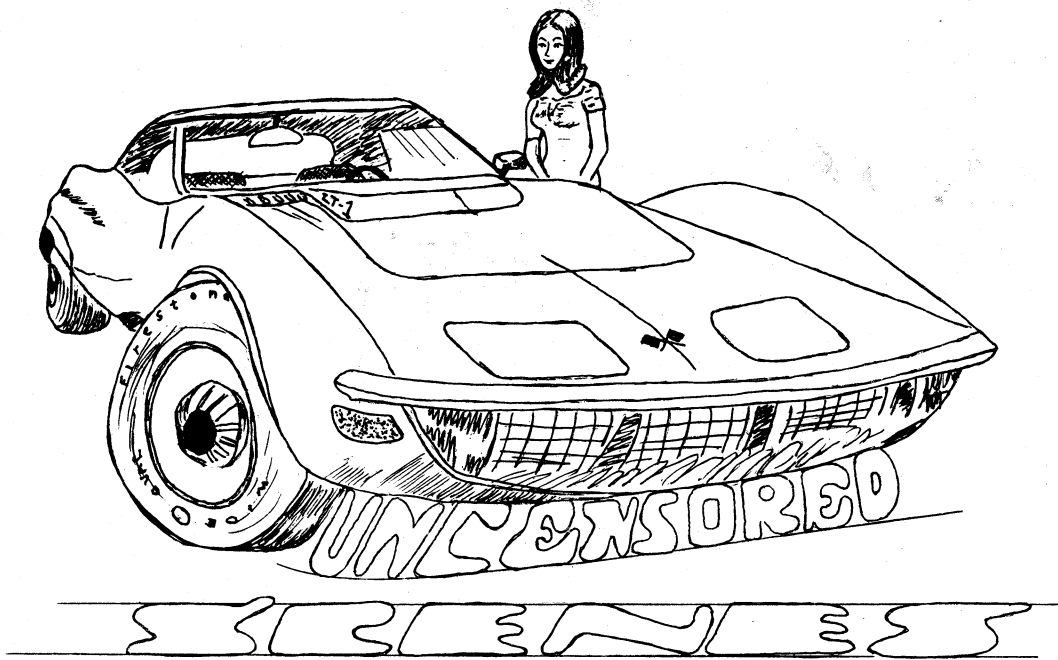
Corvette 1970

Chevrolet's Corvette boasts the sporty lines with the quick response needed for fun-filled road running. Its standard 350 in³, 300 HP engine is quite adequate but the unbelievable 454 in³, 460 HP engine is available. Four speed transmission, positraction, and independent suspension are all standard and aid its dependability.



Camaro 1970

Chevrolet came through with the 350 in³, 250 HP engine as a standard propulsion for the new Camaro. Hurst shifter is available with the four speed and naturally the automatic is also optional. The Camaro burns regular gasoline and gets about seventeen miles to the gallon on the road.



By Dub Hay

Your Saturday night in Philadelphia must have been greatly enhanced by Navy's great victory over Army. For 71, it was truly the only way to await graduation—congratulations to the football team and to every midshipman for their unyielding support.

The four-day Army-Navy game weekend gave me a little time to explore a couple of local spots. The Playboy Club in Baltimore has to be one of the more scenic spots of that lovely city. For those with access to a Playboy Club key, this should certainly be a visit to remember. It goes without saying that you should be prepared to spend a little money for this occasion. The Club has several stories, each containing different forms of entertainment. I recommend starting at the lower level, the discoteque, and working your way up to the penthouse for the 1030 show. Drinks, dancing, and bunnies are abundant at the discoteque for \$1.75 a drink. The Playbar is the next highest level and is beautifully decorated with red carpets, mirrored walls, and leather upholstered booths with stainless steel tables. A huge collage brings to life the various positions of past bunnies and is quite the eye-catcher. Drinks are once again \$1.75. Moving upstairs to the penthouse for dinner and a show becomes increasingly painful on the wallet. The entertainment is as excel-

lent as the scenery and really tops an evening off right. Presently performing is singer Ray Ramirez who has just returned from the Johnny Carson and Merv Griffin shows after a week at the Miami Playboy Club. Comedian Buddy Gibson is also there having just returned from a tour with Tom Jones. Both performers are excellent and fit quite well with the plush surroundings. Once again this is an evening to remember; your wallet will remind you later.

For any of you who are going to be in the Annapolis area the weekend of December 19, I understand that the "Platters" will be performing at the Stewart House. You might check into that for details.

Once again the "Old Stein" pulled through for a really good Saturday night. If you are in Washington, it is located on Connecticut St. and turns into a real riot around 11 P.M. Be sure to ask to be seated in the back room.

There are so many good albums out now that it is difficult to pick. Led Zeppelin III is going to really skyrocket with Jimmy Page and Roger Plant combining their superb talents. Quicksilver's new album "Just For Love" is also quite high in the ratings. The Carpenters' "Close to You" album will also be meeting a real success.



Well, after just getting back from that fabulous Army weekend, the words that seem to prevail throughout Bancroft Hall is Go Christmas, Beat Navy!! Yep, old salts, Christmas Leave is just around the corner, and it certainly won't be long before we're checking the final exams schedule!!!

Well, Army weekend sure was profitable . . . never before have I seen so many of my crazy classmates so psyched up for a football game. What a way to go, huh? At least we ended up with a split in Army games (2-2), but we sure did win the two biggest ones, the first when we were Pledges ourselves, and the one that we will always remember, our first class year VICTORY OVER ARMY!!

The pressures of commanding the Brigade must be getting to Heco. He was spotted on the curved walk a couple of Thursdays ago during fourth period—trying to convey a conversation with a squirrel. The furry creature listened for a second then he must have figured the our 6-striper didn't really know what he was talking about. At any rate, he scurried off, and turned his attention to the smaller edible nuts in the vicinity.

I understand that Lt. Elf in the Admin. Dept. is still holding the insurance claims for those mids who lost things last summer. Don't worry guys, you'll get it all back before you graduate. I also like to

know why our illustrious Commandant likes green ink so much . . . could it be the touch of Irish in you sir!! By the way, for the men of 26th Company, ask Lt. Rich Boy what the significance of the nickname "Hopper" is. It should be pretty interesting!!!

You know, I hate to keep bringing up the ND slaughter in Philly, but did you know that 2 plebes carried books on during the march on and studied during halftime. One had his Nav book, while the other a Physics book. Boy, you guys must really be hurting. One of my classmates recently made a big decision in 25th Co. That's okay Eric, we salts all stick together.

Turning to third Batt . . . I'm sure glad to know that you guys in Capt. Draught's company are on a noon meal dinner fast. Gosh you guys are always late to dinner. Now back again to the 5th Batt . . . the candidate for rookie of the year and 5th Batt's worthy representation . . . Lt. Reg. And I quote his words from 18 Nov. 70, at 1342, "When I was a mid here at the Academy, I used to wonder what a company officer did. . . . Now that I am one, I still wonder!!" . . . Oh yeh, real good. . .

You know, the last issue I was telling you about all the kooks that run around this place. Well, I actually have run up with another one of these maniacs. This guy actually calls himself the "Revolution." And talk about some weird ideas, this

guy's got a million of them.

The following story involves a certain 4th Batt Youngs'er. It seems that he had a blind date all set up for the Pop Concert, and following all the preliminary hellos, etc. etc., he proceeded to walk over to the field house and for some reason brought up the subject of clams. He asked her if it was possible to have spoiled clams, and she said it was. Then she asked why, and he told her that he had just eaten dinner downtown at a local restaurant and that the clams were terrible. He then proceeded to tell her how lousy the service was, and how expensive the dinner was, etc., etc. She then answered with these famous last words, "Oh really, I didn't know it was all that bad there, . . . I'll have to tell my daddy, he's the owner!!" Boy, talk about digging your own hole and climbing into it . . . good job, son.

Well, that about raps up this week's edition mateys . . . sorry that I haven't had a chance to start jinxing on the C.O.'s, but I'll get to it eventually. This first class year is just no country club (yeh, right!)

Once again, congratulations to the BIG BLUE and a job well done. Go Christmas BEAT NAVY!! Have an enjoyable holiday, but come back in one piece old salts. . .

Merry Christmas
Salty Sam 1971

LOG PHOTO CONTEST WINNERS

Over 300 entries were judged by the *LOG* and *Lucky Bag* photo staffs. There were not enough black and white pictures to justify two categories, so all entries were judged together. Some criteria were professional relevance, originality, and slide or print quality.

Prints of the winning entries and four honorable mentions are displayed opposite Main Office. Millers Camera Shop contributed all prizes.



1ST PLACE

(\$60 Gift Certificate)

First-Dog-After Port
Lookout, Deck Phase.
NATRON II Cruise, USS
Guadalcanal (LPH-7)
Mid'n Mark Cavallo '73

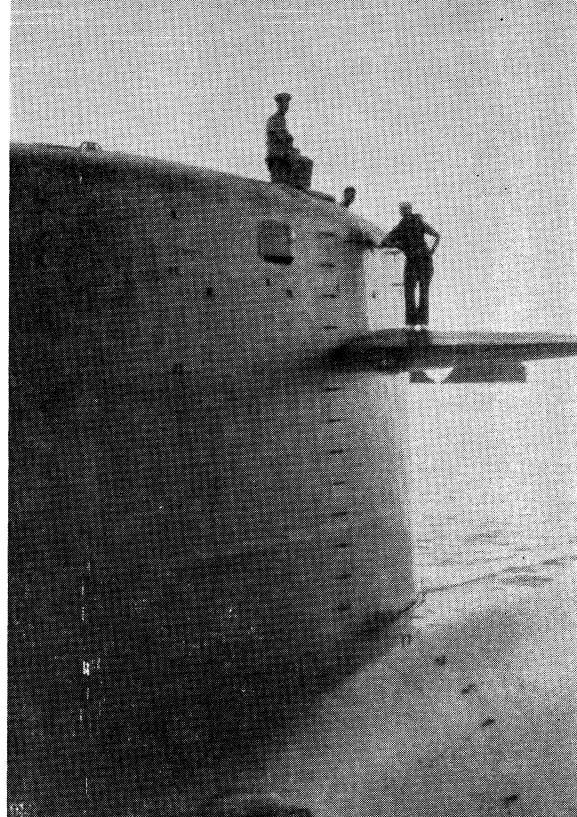
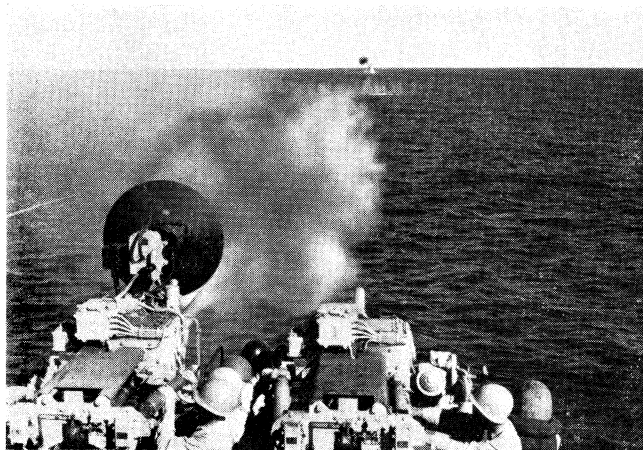
2ND PLACE (\$60)

Taken, while heading for
Jordan to protect U.S.
citizens there, if necessary.
Summer 1970 the sun was
setting while the destroyer
went to full power.
Mid'n D. W. Beasley '71



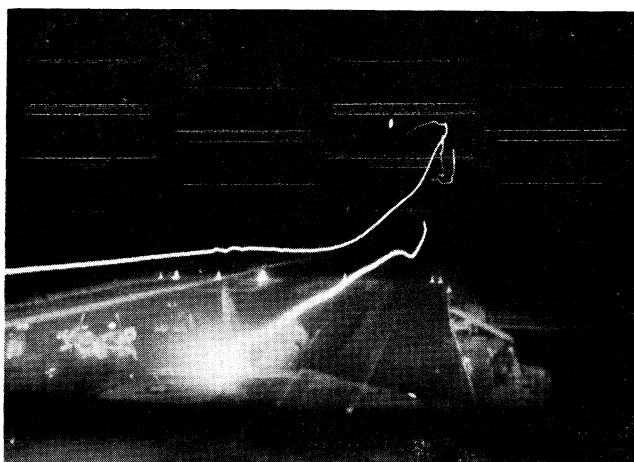
3RD PLACE (Airequipt slide projector)

**SSBN 624—1½ hour after surfacing from Patrol #20, Guam.
Mid'n John P. Sagi '71**



4TH PLACE (Bogen tripod)

**Firing the 3"-50 on Natron.
Mid'n C. Marshall '73**



5TH PLACE (Perrin camera case)

**Night Ops—Tonkin Gulf
USS *Shangri-la*
Mid'n F. R. Burkhead '71**

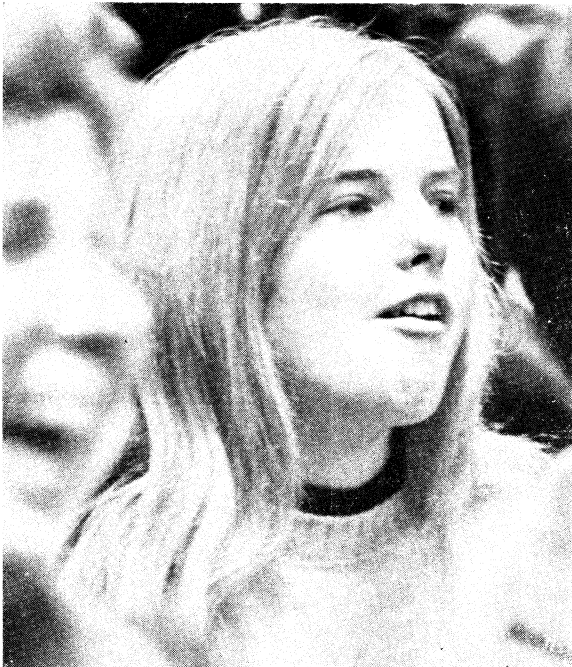
6TH PLACE (Camera case)

**Sunset, Portsmouth,
England,
Mid'n K. M. Smith '73**



Football games, particularly the Army game bring girls to the yard. Hundreds come from all over the country, from as far away as the west coast to as close as our own back yard, believe it or not. Here are candid glimpses of just a few of our favorites, in the Log's tribute to . . .

THE

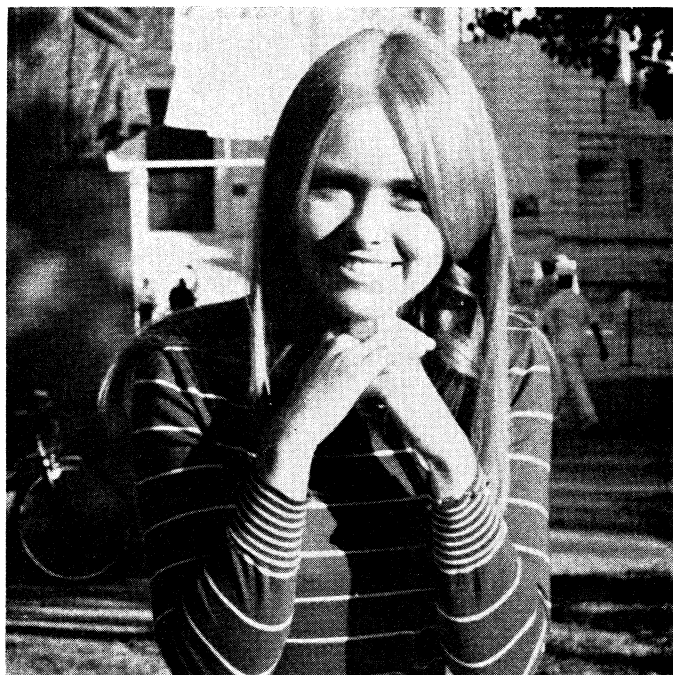
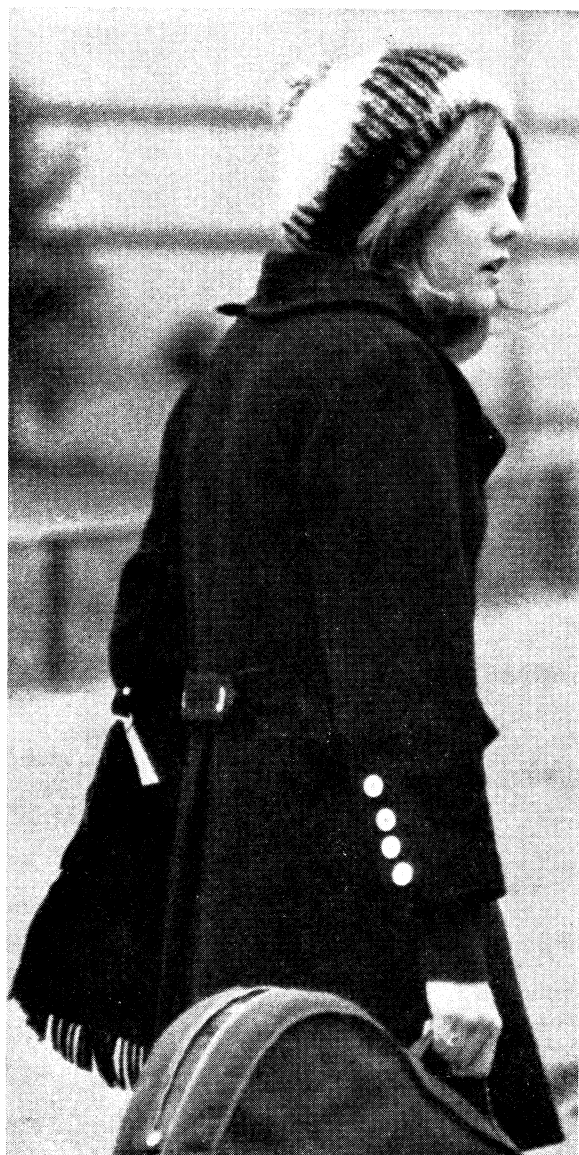


GIRLS OF THE YARD

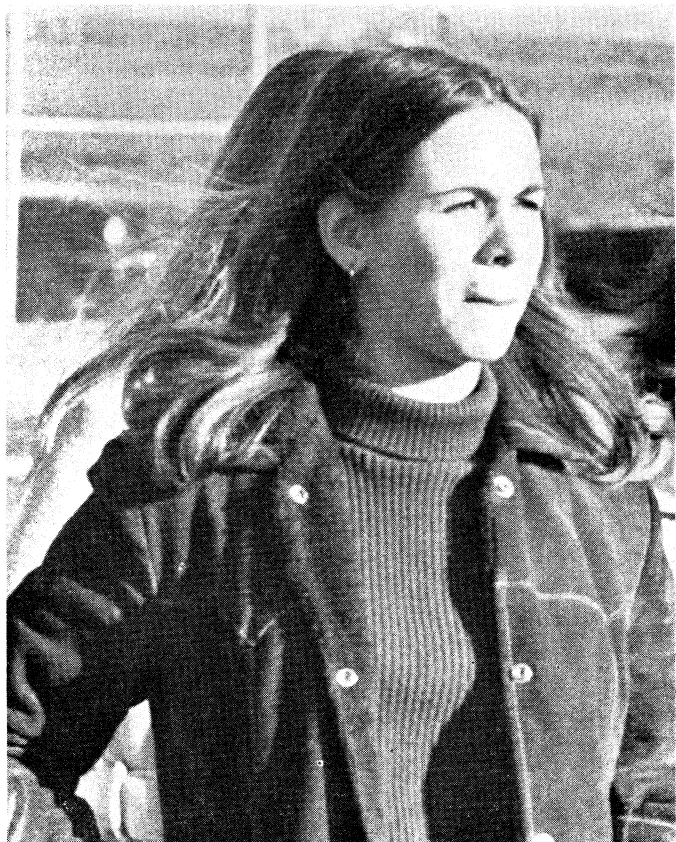
Article and Photography

by JIM WILKES





...MORE GIRLS.





U S N A A I P

By Perry Martini

This year, the members of the class of 1971, have been given the opportunity to join the Midshipmen Aviation Indocination Program (AIP). In a sense, it has been called a pilot's pilot program.

At this writing, the Aviation Club has been one of high interest throughout the class, and it is offered to those members of the class of 1971 who are selecting Navy or Marine Air come 10 December 1970. There have been a total of 180 men signed up for the program. Of these, 90 men have been up in the air already.

The civilian instruction (and it is a good one) is provided by the Friendship Flying Service, located at Friendship Airport in Baltimore. The Officer in charge of the program is Lt. G. W. Ritchey, the 26th Company Officer. The Midshipman in charge as well as the scheduling officer is Midshipman Perry J. Martini, 1/c, 9th Company.

Flying has been authorized during the week on Tuesdays, Thursdays, and Fridays. Most of the intensive flying hours are logged in over the weekend, as the AIP flies Saturday and Sunday, mornings and afternoons. Each man has his own flying schedule, and hopefully (if the weather and all conditions are go), fly about 2 or 3 hours a week. The men are currently using 6 beautiful airplanes, the "American Yankee" plane.

The program, itself, is designed to accommodate 250 men. At present, each group of the club consists of 50

men, and takes 4 to 6 weeks for completion. There are 4 ground school sessions in Michelson Hall on Thursday nights, plus a complete one hour exam. The men in AIP are also graded while flying during each evolution. All men are required to fly at least 15 hours under dual instruction, but this actually includes about two hours of solo flights involving takeoffs and landings.

At the completion of the program, the 50 men are evaluated and it is then decided that 20% of these flyers will go on to receive their actual civilian pilots' license. The rest of the Midshipmen are given student licenses, which can be compared to a civilian probationary drivers' license.

Depending on how many cross country flights and logged hours, the men receive their license. The financial budget is provided for the U.S. Naval Academy AIP by BUPERS.

It has so far been a very interesting and exciting program for all those people who have taken advantage of the situation and signed up. Weather providing, we will have flown approximately 200 men (40 receiving licenses), from August until March or April. There is actually still time to sign up for the program: see Midn. P. J. Martini, Rm. 5439. The only prerequisite is that you are first class and that you are qualified and will select Navy or Marine Air on Service Selection Night in Smoke Hall.



TWENTY-FIFTH ANNIVERSARY OF MESSIAH IN CHAPEL

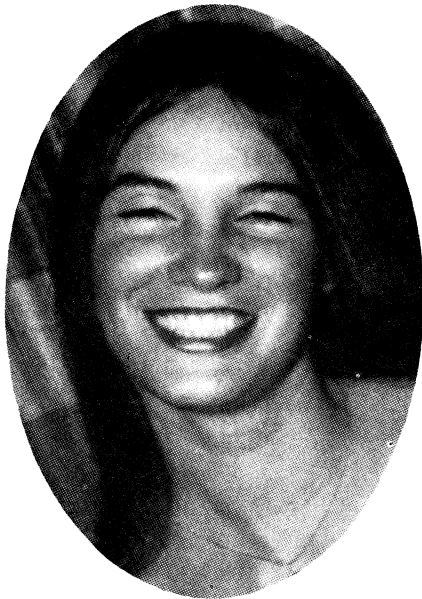
By Richard Covington

This past weekend the Chapel Choir and the Hood College Women's Choir combined to present Handel's *Messiah* in the beautifully decorated Naval Academy Chapel. The brightly lit Christmas trees, the delightful soloists, the orchestra and organist, and the combined choirs—all under the direction of Professor Donald C. Gilley—merged to make this a highlight of the year.

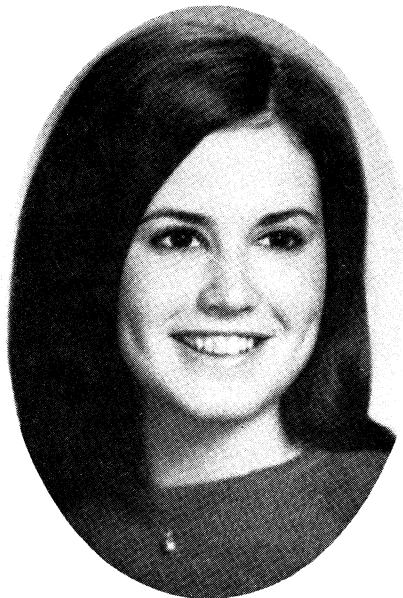
The soloists this year were outstanding. Willard Pierce, the tenor, has sung the *Messiah* here more often than any other soloist. The bass, Fred Jones, sings regularly at St. Bartholomew's Church in New York City. Mary Gayle Dowson, unable to sing for us last year, sung a magnificent contralto part. And to round out the soloists, Judith McCauley was our melodious soprano.

This was the 25th anniversary of the *Messiah* in the Naval Academy Chapel. The first performance was with the Women's Choir of Goucher College in 1945. Since that time, it has been performed with Hood College and has been so successful in presenting its message that in the last decade, it has been performed at both Hood College and in the Naval Academy Chapel.

Prof. Gilley's comment after the performance—"This work has a message which is so deeply needed at this time."



Susan Krepela



Nancy Hague

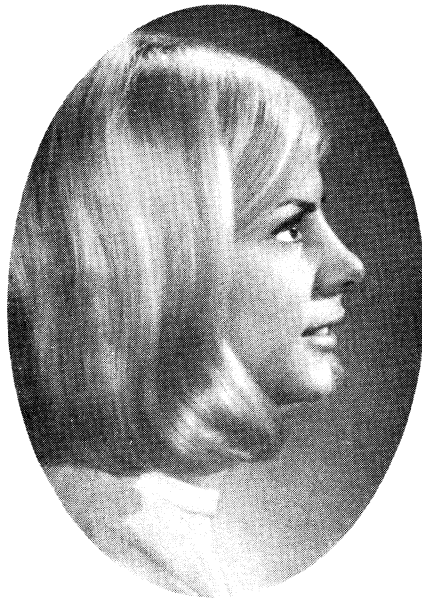


Linda Griesel

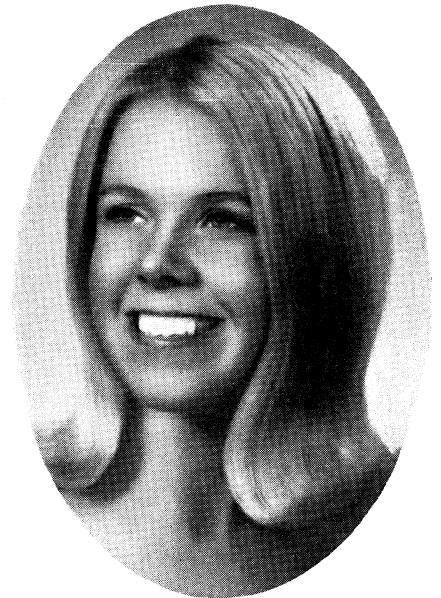
*Tenth
Company
Babes*



Cyndi Carvel



Michele Smith



Barbara Campbell



Linda Palmer

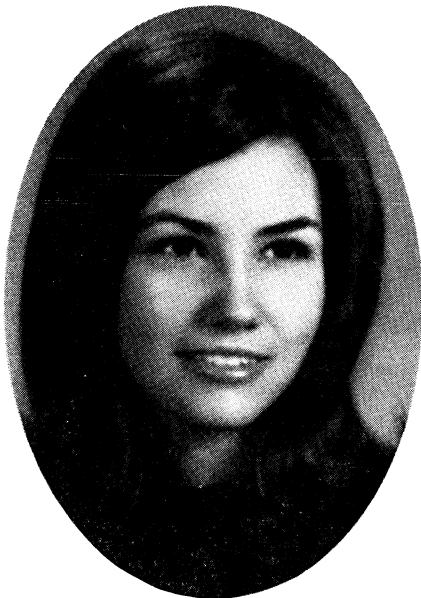


Sue Davies

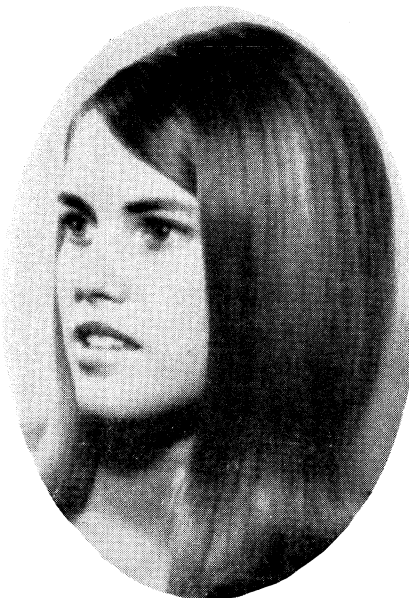


Margie Kinsey

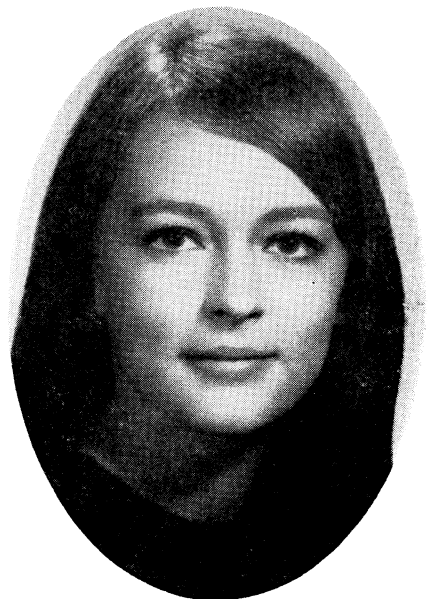
*Eleventh
Company
Babes*



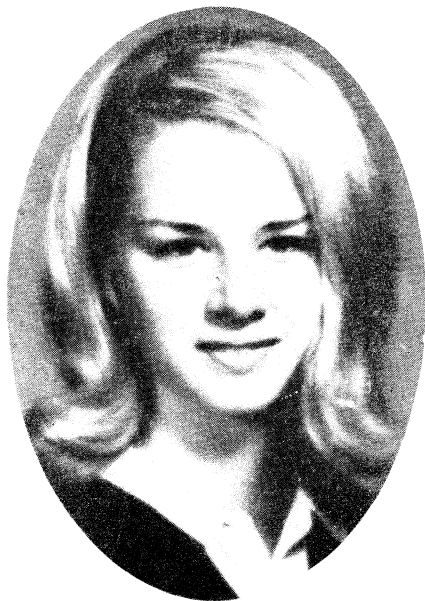
Donna Boylan



Linda Hunsley



Janice Stanislawski



Brenda McPherson

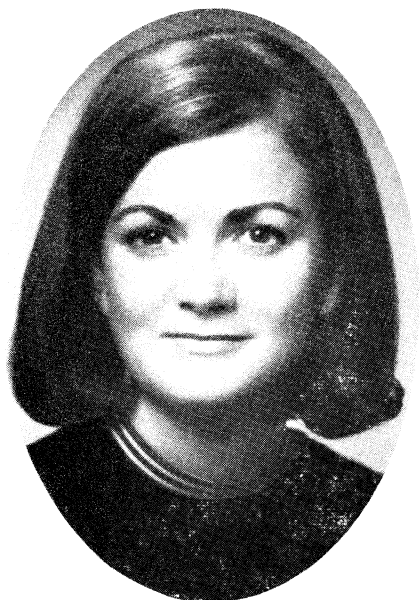


Maureen McHenry

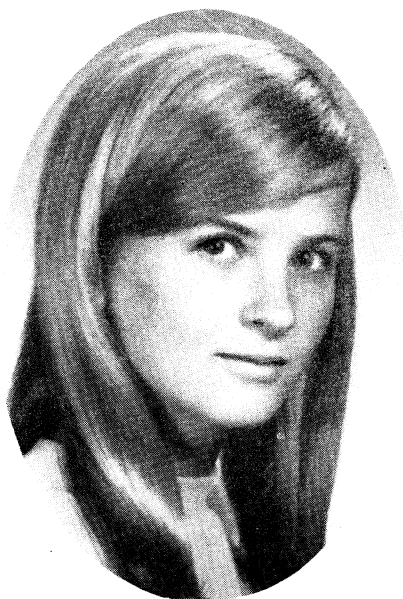


Linda Fontenot

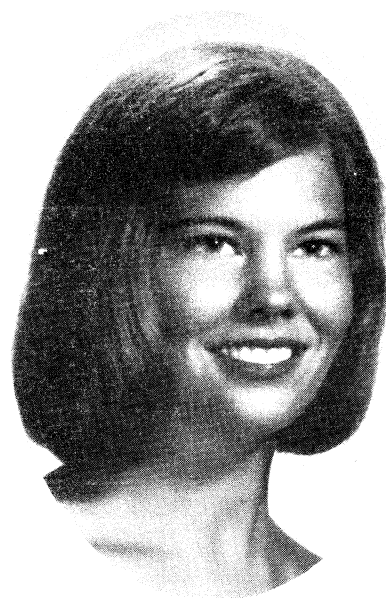
*Twelfth
Company
Babes*



Kathy Flannery



Caryl Opshinski



Diane Hickman

How do you remember Yesterday?

By, day,

or month,

or season;

thoughts

of where you were

or what you did;

or perhaps your Yesterdays

creep back as memories

of that never quite forgotten

someone

who shared

that Time,

that Place,

that Love.

and sometimes,

Memories . . .

of Chris

Remember the waterfall.

We stood so long

watching the swift sheets

of liquid glass bending

over the old mill-race, shattering

into splintering foam below.

I watched

you climbing above the water,

watched your feet stepping carefully
atop the narrow wall.

I watched

until you came back to me.

Some loves begin in sunshine.

Others perhaps in rain.

But ours with the gentle

caress of misting spray

touching you, then me,

one cloudy April day.

of Candy at Great Falls

Sometimes

memories are all that remain

after everything else has disappeared

And they fade, too,

but much more slowly.

Sunshine and waterfalls, rocks just
for running—

a pretty word, clambering—

I think it was yours.

And before we left

we rode the carousel,

and then

you kissed me.

Memories.

But even they disappear;

only much more slowly.

—Frank Gibson

of Laurie

It's raining.

Nature's way of erasing

the scars of yesterday

with a cleansing hope

for tomorrow.

Remember.

The rain fell softly

as we whispered good-night

but couldn't lessen the sadness

of our good-by.

If I cried

would my tears

wash away the footprints

marking your brief journey

across my life?

If I cried.

SPORTS LOG



LET IT BE

By Randy Hafer

Dan Mastagni

The 1970 Navy football season ended in Philadelphia the best way it could. In a very exciting classical battle the Midshipmen of the Naval Academy upset the 12 point favorite Cadets of West Point 11 to 7.

The Navy completely dominated the first half utilizing a new offense which featured a wishbone T backfield. The mids established a potent running game which when combined with pinpoint passes moved Navy into the Cadets territory each of the 7 times they had the ball. On 2 separate occasions Navy was inside the Army 3 but couldn't push it over for the score. At half time there was no score but Navy had definitely controlled the game.

At the beginning of the second half Army took the kickoff and marched to the Navy 42 when Cadet quarterback Dick Atha fired a bomb to Joe Albano, Army's leading receiver, to give the Black Knights a 7-0 lead. Ten minutes later, however, Navy was at midfield, and on second down sophomore running back Bob Elflein, a return specialist, bolted through Army's line for 49 yards and 6 points. Senior quarterback Mike McNallen decided to go for the two point conversion and threw a bullet to diving Karl Schwelm in the endzone making the score 8-7 Navy.

Finally to end the scoring Navy marched to the Army 33 with 5:16 left where Roger Lanning split the uprights for 3 points making it 11 to 7.

Outstanding performance marked the Navy victory as the whole team did everything right. But some individuals did more than their share. For example Mark Schickner a junior defensive back set an Army-



Navy record by picking off 4 enemy aerials. Karl Schwelm moved into the #2 Navy alltime receiving list grabbing 7 tosses for 93 yards and a career total of 73 receptions. Senior signal caller Mike McNallen had a great game rushing for 36 yards and completing 10 of 18 passes for 131 yards and a touchdown. And last but not least little Tom Moore set an Army-Navy record for punting with an average of 47 yards per kick.

1970 is over for Navy football but the victory over Army leaves sweet memories and optimism for the future. Everyone looks toward 71 as the year of the goat.

GRAPPLERS BOW IN DEBUT

By Jim Garrow

In their opening match of the season the Navy wrestlers of Coach Ed Perry went down to defeat at the hands of the Wolverines of the University of Michigan. Individually there were a few bright spots for the midshipmen. Defending Eastern champions Tom Schuler and Captain Lew Mason continued their winning ways in the 118 lb. division and 126 lb. division respectively. Youngster Ross Chaffin at 150 won his

match as did John Sattler in the 167 lb. class. The score was tied at 14 all going into the final match pitting football star, Glen Nardi against Michigan's Rick Bolhouse. Bolhouse pulled it out however giving his team the 17-14 victory. Navy's next outing will be against Cal Poly, last year's NCAA College Division Champions on Wednesday.

A NAME TO WATCH

By Mark Mendillo

Who says that Navy can't attract the best possible athletes? Few people profess that the Naval Academy can compete for the prize athlete with all the benefits and opportunities promised to him by big name colleges and universities or with the lure of professional sports so prominent. Larry Van Loan, Mid'n 4/C, 1st Co., is one of Navy's new breed of athlete who is disproving such claims.

Larry was the star receiver on this year's plebe football team whose play was characterized by sure hands and leaping, twisting, seemingly impossible catches. He proceeded to score a record 8 touchdown passes (breaking the previous record of 5 set last year by Gary Nowak) while collecting about 40 receptions and 1000 yards. These performances prompted Bob Addie, *Washington Post* sports columnist, to say that Larry Van Loan is "possibly the best receiver in Navy history." Anyone who has seen him play would readily agree.

A 6'2", 190 pound ocean engineering major, Larry was quite a sought after schoolboy. Having had football offers from 60 colleges and university, including 8 Big Ten schools and Notre Dame, Larry's decision to come to Navy is perhaps an omen—a sign of good things to come.

Further proof of Larry's value is the fact that last year, Larry collected more votes than any other player

in the country for high school All-American in football.

Probably Larry's greatest accomplishment, though, was his setting of the all-time record in the AAU decathlon for schoolboys. Since the decathlon is considered by most sports authorities to be the contest depicting the best all-around athlete, Larry could

easily be considered the best athlete in the country for his age group. In track and field so far, his best marks include 6'4" in the high jump and 49.0 in the 440.

Recently in a dilemma as to whether he would participate in Plebe basketball or Plebe indoor track next, Larry decided to give both a try at the same time if it was at all possible. With all his ability, it is no wonder that he is being encouraged to play lacrosse in the spring, a sport he has never tried before.

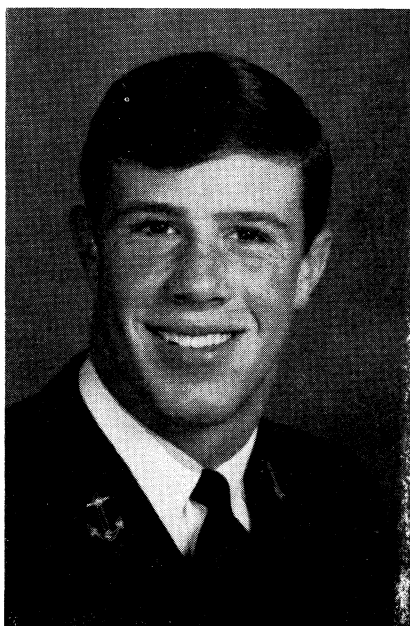
Football, though, especially for next year, is what Larry is thinking about most.

"I'm looking forward to next year. We're much better than our record shows and, together with this year's plebes and last year's plebes, we'll be able to compete with any-

one."

Larry is obviously one of many who believes Navy football is on the rise and positively maintains that our recent victory over Army is the beginning of it all.

"This was the first of four in a row!"



JOCK OF THE WEEK

By Jim Garrow

Featured in this addition of the Log as Jock of the Week, is **MARK SCHICKNER**, defensive back on the Big Blue football team. Mark was the defensive hero of the Army-Navy game, whose four interceptions helped Navy pull off an 11-7 upset.

Three times his interceptions put the offense in good scoring position, but they failed to score, then with less than two minutes left in the game, Mark stopped Army's last desperation attempt by picking off his fourth pass at the Navy 20 yard line. This interception assured Navy of its first win in three years, and put Mark in the NCAA record-books. Mark tied the previous NCAA record of four interceptions in one game, and broke the previous Army-Navy game record by 2.

On the last interception Mark didn't give up the ball when the official called for it, but kept it for himself, and who is to say that he didn't deserve it.

"The Coach said that Atha (Army quarterback Dick Atha) gives away his primary receivers with his eyes, so I followed them," Schickner said. "As soon as Atha went into the pocket he looked at his primary receiver."

This isn't the first time Mark has saved his best game for Army. Last winter he had his best game of the season in basketball against the Black Knights, scoring ten points, and pulling down six rebounds.

Mark also played an excellent game last spring in lacrosse, when Navy upset West Point 8-7 to gain a share of the national title.

Mark was all-league in football and basketball in his senior year at Wyoming (Ohio) High School, and MVP of his high school baseball league after posting the lowest ERA.

CLASSIC FASHION CLOTHING, SHOES AND SPORTSWEAR FOR YOUR CHRISTMAS LEAVE



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- **NAVAL ACADEMY** blue blazers and gold Academy crests; Academy Crest and blue and gold striped ties.
- **BOSTONIAN, BASS** "Weejuns" loafers and the newest fashion in strap and boot model footwear.
- **SHIRTS—TIES—ASCOTS—BELTS—SOCKS**

"Graduation Terms to 1970-71 Classes"

JOHNSON'S

Maryland Ave. and State Circle

Annapolis, Md.

Profession Notes

(Cont'd from p. 8)

Such an installation is now working at the Hartford Electric Light Company of Hartford, Connecticut, with an increase of efficiency of 50 per cent over the usual turbine installation and at an operating cost well below that of the customary units.

LOG, 12 October 1924

LOG Interview

(Cont'd from p. 11)

PHILIPPON: . . . everybody is in a good mood.

MONSAINGEON: Maybe it's because they hide themselves when they are in a bad mood.

PHILIPPON: Perhaps it is because there is a lot of noise and music in the corridors.

ROLIN: Yes, it is because you are allowed to do what you want in your rooms. You're very free.

MONSAINGEON: When for five days a week you have to sit in your room without listening to the radio, without playing cards, without drinking—you don't feel so happy.

ROLIN: And we are not allowed to decorate our rooms . . . no personal

pictures at all.

MONSAINGEON: But we are amazed by the fact that people are so very congenial and in a good mood.

PHILIPPON: I never saw one sad midshipman.

LOG: Even down at morning meal?

MONSAINGEON: Well, of course, that's different. Everyone is asleep. But you never see any midshipman saying bad things about another midshipman.

ROLIN: Perhaps that is typically American, but we don't know American people except those here at the Academy.

LADRANGE: In France we are always speaking of the bad points, but it's only . . . well, just for talking.

MONSAINGEON: We are happy in our academy, but we are happy here.

LOG: As professional military men, do you ever feel alienated from your civilian counterparts?

PHILIPPON: No, you are still part of youth.

MONSAINGEON: You can keep in contact with friends and see them quite often.

PHILIPPON: You see, there are not yet very many hippies in France.

MONSAINGEON: It is not a problem but you don't feel very easy when you're walking in your uniform in the Latin Quarter in Paris. Being in the military when there is not this exterior problem of the uniform or short hair, there is no problem. You can have discussions with students and friends among Maoists, and it doesn't matter.

LOG: Did you have any other big surprises here?

PHILIPPON: Yes, one thing, you drink a lot of coke here. We don't.

LOG: Is the drinking of alcoholic beverages allowed?

MONSAINGEON: Oh yes, we have wine on the table.

LOG: Is here anything you have been wanting to say?

PHILIPPON: Yes, one thing, that we have very much enjoyed our stay here. When we get back we have to write a report to our commandant for next year's program. We are going to say that a stay here of four weeks is alright . . . but a year would be better.

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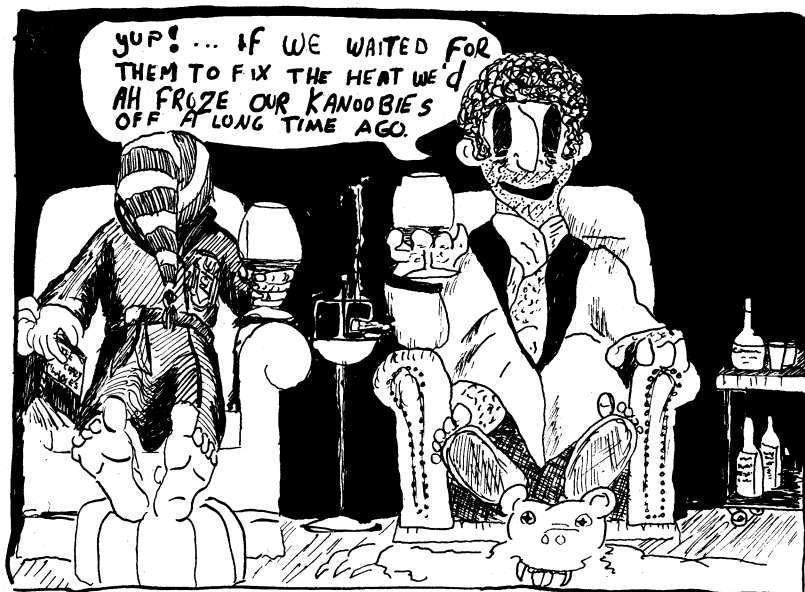
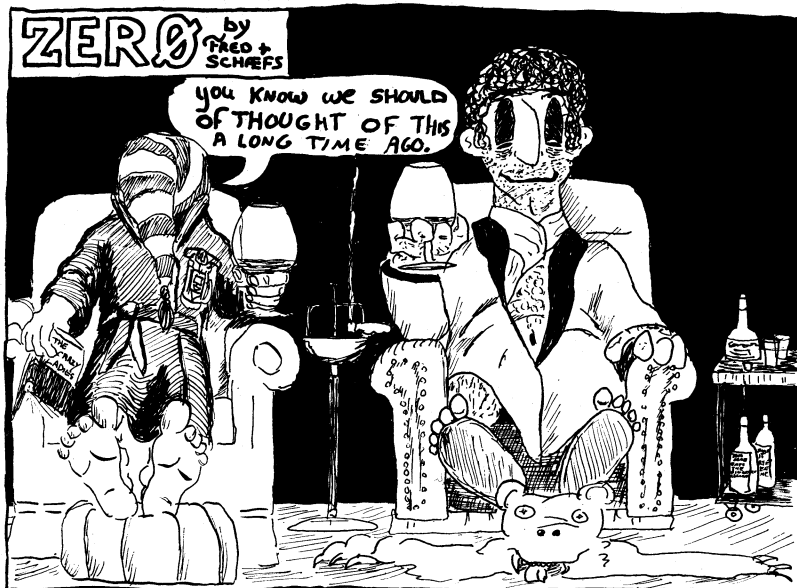
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12