

## College Guild

PO Box 6448 Brunswick, Maine 04011

# Sampler

## ~ Let's Go For A Ride ~

Unit 3 of 6

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### Boats

The coast of Maine, home to College Guild, is filled with a variety of boats: lobstermen haul the tourists' favorite treats, ferry boats bring passengers to their island homes, and cruise ships stop at the ports to enjoy the coastal towns.

Here are a variety of different boats.

- a) lobster boat
- b) racing ("cigarette") boat
- c) ferry
- d) oil tanker
- e) cruise ship
- f) sailboat

**1. For each one, list their function.**

**2. Pick three of the boats above and make up a passenger for each one.** *(Example: For cruise ship: Mary Jane liked to wear pearls and black high heels, she also toted around a small dog in her purse all day long. This was her third cruise this year, and she rather liked the view from her window as she traveled from America to Bermuda.)*

**3. Describe your ideal boat. Consider: would you be the captain or a passenger? Would it be a working boat or a boat for relaxing? What would it look like? Would it have any special features? Where is it going?**

Boats can be extraordinarily expensive, especially when you take the price of gas into account!

**4. Do you think boats are worth the expense? Argue your point of view.**

One of the smash hit movies of the 1990's was Titanic, the story of the famous ocean liner that was believed to be unsinkable (see Appendix 4). To imagine the hours those passengers and crew spent on this gigantic, elegant, sinking ship is chilling. Not surprisingly, the Titanic disaster has always intrigued Hollywood.

The script writers of movies based on past real-life disasters like this have to use a lot of imagination because the characters are real people who have died. Writers also need to present the story in the way that brings in the most money at the box office.

5. The movie Titanic focuses on the love story between a wealthy girl and a poor boy aboard the ship. Think of another story line that would have sold out the box office.
6. Do you think it is wrong to make money from a tragedy? Why or why not?
7. Can you think of another time money has been made from a tragic event?

The way true stories and facts are presented to the public can contain more fiction than fact. A perfect example of presenting "facts" is in the courtroom, where the prosecutor and defense attorney are finding opposite meanings from the same evidence.

8. Write a poem on one of the following:

lobster boats  
 The Titanic  
 making a movie  
 separating fact from fiction

### Cars

Racecar driving is an activity filled with crashes. There is controversy over racecar driving, leading some people to state that race car driving is too dangerous and should be banned.

9. Do you agree? List the reasons why you agree or disagree.

Racecar driving is reported to be the fastest growing sport in America. Some believe racecar driving is a demanding sport like any other sports, whereas others insist that anything involving a motor is not a sport.

10. Do you think racecar driving is a sport? List three reasons to support your answer.
11. What skills (technical and mental) must you have to drive a racecar? Explain why they're so crucial.
12. If you were free and had unlimited money, what kind of car would you want to buy and why? Describe the color and any details you would want.
13. List at least five factors that should go into deciding what kind of car to buy.
14. How do you determine a fair price for a used car?

With car loans, gas prices/gallon, mileage and repair bills, car ownership involves a lot of numbers. (How's that for a great excuse to throw in some math!) Unfortunately, car buyers and owners really do have to know this stuff. So let's say you are buying a used Chevy pickup for \$6,482. The added Maine sales tax is 5%. You have \$3,219 in your checkbook.

15. How much do you need to borrow to drive off in your new truck? (Try your best, the answer is in Appendix 3.)

16. If Uncle Eddie buys the whole car for you for your birthday, what will you do with all that extra money in your checking account?

17. List three advantages and three disadvantages to using a motorcycle instead of a car.

### Trains

Before planes and trucks were the chief method of moving freight, there were trains. The gold rush was one of the big factors that pushed the growth of rail service in America (Appendix 1). Everyone wanted to get the gold out west. To meet the great demand for labor to build the tracks, Chinese workers were brought here. They were used very much like slave labor, working and living under horrible conditions. Too many immigrants still come here hoping for a better life in America and remain in deep poverty.

18. Pretend you are an immigrant who comes to America. Would you be willing to work in horrible conditions? Would you regret coming to the country?

During the train's greatest era, hobos were the jobless, homeless men who "rode the rails", jumping onto the trains going by or hiding in box cars, trying to get to a better life somewhere else. Hobos used to gather in communities in railroad yards, not much different from the homeless people who live on the streets today. Tramps were the men who walked from one town toward the dream of a better life, not having the money for a bus or train ticket (Appendix 2).

19. Would you rather be a hobo or a tramp - and why? Pick a famous person to hang out/travel with and explain your choice.

20. Write a story about a hobo or tramp involving at least two of the things listed below.

an orange  
new shoes

an engine  
basketball

the President  
a rabbit

a piece of rope  
an apple pie

You can still hear the hoot of train whistles from railroad crossings, a sound that has always captured the imagination of writers, poets, and composers. It is described in one song as a lonesome sound.

21. How can a sound be lonesome?

22. Think of a sound that you would describe as:

- a) sad
- b) comforting
- c) thrilling
- d) depression
- e) scary
- f) infuriating

(Example: Louis finds the bark of a dog comforting, because when he gets home and hears his dogs bark, he knows everything is OK at home, and he has two friends waiting to greet him.)

The following poem in "free verse" (not limited to a uniform rhythm or rhyme) was written by a College Guild member for a "Motorized Vehicles" assignment.

*A young boy fascinated with the rails,  
how the East met with the West  
through desert, rough mountainous terrain  
of cowboy's lonely hearts and teary trails,  
dreamed of the trains.*

**23. What tone does this poem have? (Is it wishful, happy, sad, etc.?) Explain.**

### **Planes**

In addition to carrying people quickly from place to another, aircraft have always had a big role in the U.S. military and in waging war. Appendix 5 includes excerpts from a young pilot's letters to his family during World War II.

**24. Compare the experience of a World War II flier to one serving in the military today.**

**25. What do soldiers have in common with prisoners?**

Some people are absolutely terrified of flying - they can't imagine being thousands of feet above the ground! Others love it.

**26. If you've flown before, did you enjoy it? Why or why not? If you haven't flown before, do you think you would enjoy it, and why or why not?**

**27. What would make flying a better experience? (If you've never flown, use your best guess of what it might be like.)**

School teacher Christa McAuliffe was selected by NASA to train as an astronaut and actually ride along on a space shuttle. Every step of her selection and training was shared with school children across the country who looked forward to the daily broadcasts she would give from above earth. On January 28, 1986, classes came to a halt nation-wide as students and teachers everywhere watched the launch that was shown live on TV. In front of all those eager, awe-struck watchers, the space shuttle Challenger blew up upon launching, killing all those on board.

The following poem was written in her honor:

### **Challenger**

*With cheers the shuttle left the pad  
With schools and children standing by  
Then fire split the Florida sky  
And left the nation stunned and sad.*

*The patriotic clichés flew*

*For NASA's flight,  
for one they lost (To cover up the dreadful cost?)  
But still I grieve a teacher who*

*As even cynics' eyes had seen  
Brought soul to Government's Machine.*

**28. What should NASA's main projects and goals be?**

Poetry can be used to make serious statements (as above), but there are plenty of poems written just for fun.

**29. Complete the following rhyming couplets (2 line poems) about planes:**

**a) My plane will take me far and wide**

**b) I want to fly among the stars**

**c) A plane goes way up in the air**

*(Here's an example from a CG student --  
A plane goes way up in the air  
And splits the cloud cover like a comb through your hair.)*

**30. Now make up any kind of poem about any of the motorized vehicles in this Unit.**

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*Remember: First names only & please let us know if your address changes*

**Appendix Sampler ~ Let's Go For A Ride:**

Appendix 1

**The Transcontinental Railroad**

May 10, 1869 at Promontory Point, Utah the Central Pacific Railroad met the Union Pacific Railroad to complete the United States' first transcontinental railroad. The train on the western track was headed by the Central Pacific's Jupiter engine while the train on the eastern track was headed by the Union Pacific's Engine Number 119. Early in the day, officials of both railroads along with their guests had descended from the private cars behind the engines. An army detachment cleared the crowd so that the guests and speakers could make their way to the site. A band played as a Chinese construction from the Central Pacific and an Irish crew from the Union Pacific laid down the last rails. The message sent by a telegrapher at the site stated, "All ready now. The spike will soon be driven. The signal will be three dots for the commencement of the blows." The entire nation waited with parades and ceremonies for those three dots. Leland Stanford, the governor of California and one of the four heads of the Central Pacific Railroad, raised te hammer to drive last spike, a golden spike especially made for the occasion. Also with him was Dr. Thomas Durant, the Vice President of the Union Pacific. Stanford swung at the spike first and missed. Then Durant swung and missed. The telegrapher tapped the three dots anyway, moments before the Union Pacific's chief engineer drove the golden spike. Engine 119 and the Jupiter inched forward until they gently touched each other. The engineers of the trains broke champagne on each other's engine. After a series of speeches an elaborate lunch was served on Governor Stanford's private car for all the dignitaries while the crowd ate buffalo humps and drank whiskey all provided by the Central Pacific. As dusk fell, the two special trains backed away from each other. The Jupiter headed to San Francisco and the Number 119 went to New York. That night a torchlight parade, a banquet, and a grand ball were held at Promontory Point.

## Appendix 2

*"Vagrancy"*

Since the establishment of settled government in England centuries ago, people wandering from their usual habitations without visible means of support or socially approved reasons for their movements have been called vagrants.....the reasons for their official condemnation have varied. In medieval England, the masterless man was a potential criminal. Other views? That they were a threat to the social order; or politically dangerous, or a social nuisance and economic liability.

(from the Encyclopedia Britannica of 1965)

The terms for vagrants, or people society associates with vagrancy, have included beggar, tramp, arab, hobo, street person, vagabond, nomad, homeless person, itinerant or guttersnipe for a child. Know any more?

## Appendix 3

1. Add your tax:  $6,482 \times .05 = 324.10$
2. Add this number the cost:  $6,482 + 324.10 = 6,608.10$
3. Subtract your money from the total cost of the car to find the difference:  $6,608.10 - 3,219 = 3,587.10$
4. So, you're going to need to borrow about \$3,587 to drive off in your new beauty!

# R.M.S. TITANIC

**April 14-15, 1912**

At **11.40 p.m.** the message came from lookout Fredrick Fleet at the crew's nest that there was an iceberg dead ahead. A collision seemed inevitable but at the last moment the Titanic swung slowly to port. As the iceberg passed along the starboard side, before disappearing aft, it seemed like a near thing. During the passing the iceberg had come into contact with the hull below the waterline. It is popular belief that there was a 250-300 foot gash in the hull of the Titanic, there is new evidence, however, that the iceberg's damage only consisted of small horizontal cracks, each the width of a index finger. The Damage was done to the first 6 compartments covering a total area of 12 square feet! The whole contact had taken just 10 seconds. Mr. Murdoch ordered the watertight doors to be closed and the ship was ordered to stop. After inspections it was found that hull plates had been damaged in at least 6 compartments and that water was rapidly rising in 5 of them. It was calculated that so much water was being taken on board that it would eventually pull the liner's bow down further into the water until the affected compartments were completely filled. The water would then slop over the top of the next bulkhead and fill that compartment, and so on. It was estimated that the ship would stay afloat for 1 1/2 to 2 hours.

The inaugural transatlantic crossing of RMS TITANIC began on April 10, 1912 in Southampton, England. The 883-foot megaship, the most luxurious and largest ocean liner ever built, had an ominous launch. As Captain E. J. Smith sounded the ship's triple-throated voice ("the largest whistles ever made") and guided the ship from its berth, its suction ripped steel cables from a nearby steamer with an explosive sound as spectators screamed. The two ships nearly collided.

Many experts agree that a coal fire aboard the majestic ship played an important role in the fateful decision to sail the ship at full speed through the ice field that would sink the "unsinkable" ship approximately 400 miles off the Grand Banks of Newfoundland.

November 28, 1944

To: Winchester, Massachusetts

Dear Mother,

Yesterday it was so nice out after lunch that we took out a ship just for a pleasure ride. The country was so nice from the air. We just wandered around and when we saw something of interest we would go down lower and look at it. I flew low over some friend of mine's place and dipped one wing a couple of times in greeting. The mountains and the ocean were very beautiful. Bill Johnson & I have been going up every so often just because it's so much fun to fly around when you don't have to. The two of us make a good crew and sometimes Bill Haight or Don come along too. Usually Bill J. is co-pilot, engineer, observer and any other needed job.

The other night we got a ship and climbed up above the thin layer of clouds into the clear light of the moon. The stars were very bright. If you looked up and down below you could see occasional breaks in the clouds with moonlight lighting up the ground. I like the sort of lonely feeling you get flying at night, with only the faint green light of the instrument dials showing in the cockpit. The roar of the four engines keep you from feeling too lonely. Moonlight nights are the best when there are a few clouds, which make patches of dark & light on the ground below. We turn on the radio to some music and the combination of moonlight, vibration & sound of the ship and the music do something to you.

FBW Journal

March 2, 1945

Sortie #24, Mission 38 & 39. Off to hit Moosbierbaum, near Vienna. We couldn't reach the target because of bad weather. We ran into flak on the way to the target. Hanson, in Red D, was hit and turned back. After we had turned back to hit the alternate target, Maribor, in Yugoslavia, we again ran into flak north of Lake Balaton in Hungary.

Over our target, Maribor railroad yards, we got hit bad just after bombs away. Many instruments and controls were made useless. No. 1 engine was out and I couldn't feather the prop so it finally froze. No. 2 eng could not be controlled & was losing oil & gas. Nos. 3 & 4 could not be controlled very well by prop governors & throttle. Control surfaces had large holes in them, turbo controls were out for all engines and auto pilot was out. There were gas leaks, but not bad, in No. 2 engine and in

No. 1. All hydraulics were out. We hand cranked the bomb bay doors open & salvaged the bombs through the bomb doors that wouldn't open.

I was hit in the chest and wrist but my flak vest saved me. We turned for Partizan held territory, as we had been briefed. Checking over the interphone I found out Bombardier McCloskey was hit in the head and instantly killed, but the others were apparently reasonably OK. I told the crew to bail out, because I figured we were over Partizan held mountains in the middle of Yugoslavia. I followed the rest of the crew out.

It was an eery experience as the windstream hit when I tumbled out of the bomb bay doors. I had no sensation of falling, except the wind rushing past my face. I remembered to pull the rip cord (after a short time) and the parachute seemed to take so long to open, I wished I had a second emergency chute. When the chute jerked open I felt that I was just hanging there and not descending. The ground didn't seem to be coming closer. I wondered if I was drifting upwards and almost considered getting out of my chute.

I looked around and could see the plane circling back towards me. It came on, two engines still roaring and passed no more than 100 feet away before crashing into a field below. I saw at least two other chutes in the distance. Then I saw some flashes from the ground and realized that someone was shooting tracer bullets at me and the others in chutes. Fortunately their aim was not good and I suddenly realized the ground was coming up very fast. Our chutes were small emergency ones with only a 26 foot diameter canopy. In these we dropped fast. I braced myself and hit the ground very hard in a muddy, partly snow covered plowed field. I quickly gathered up my chute and rolled under some bushes to hide and feel how much I had been injured by the flak and hitting the ground. My chest and wrist were hurting and there was some blood. My back was hurting from the collision with the ground. I soon realized the blood was from two or three small wounds on my hands from flak or scrapes as I got out of the plane. My flak vest was torn up, but it had saved my life.