

Fort Schuyler Maritime Alumni Assoc., Inc. MARINER



FIRST AND FOREMOST, SINCE 1903

Georgia Ports Authority
New Executive Director

Griffith Lynch
Class of 1988



Exclusive *Mariner* Interview
on pages 6 - 7.

Photo Credit: Georgia Ports Authority/Emily Goldman

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FROM THE PRESIDENT



Fellow Alumni & Friends,

Warm summer greetings to you.

Events:

I am happy to report that the 28th Golf Classic on Monday, June 13, 2016, was another fantastic event with an excellent, better-than-expected turnout. Special recognition goes to the Golf Committee: **AJ McAllister '80, Dave Walters '71, Jim Yahner '86, Anthony DeSimone '06 and Jim Hurley '83.** Well done! I am fortunate to say that I haven't missed one of these outings since my graduation.



*At the Golf Classic Awards ceremony, the FSMAA takes a moment to give a heartfelt thank you to the **Admiral Sponsor McAllister Towing & Transportation.**
Seen here: Dan Gillette '97, Capt. AJ McAllister '80, Maggy Williams Giunco, FSMAA Director, Capt. Brian McAllister '56, Bridget (Meenaghan) Bendo '96, Mariner Editor.*

The Battle On The Bay, The Navy League Sailing Challenge co-hosted by the FSMAA and Manhattan Yacht Club, proved a stunning day in perhaps the most beautiful spot on the Hudson on Thursday, July 21, 2016. Thanks to **Ted Mason '57** for his generous sponsorship and to **Michael Trotta '99** for his coordination of the event.

After the grand success of the 2016 Distinguished Alumni Awards Dinner, the Board has decided to make every Winter Dinner an awards dinner. We certainly have an endless number of successful alumni whom we are eager to honor. We have decided to honor one Alumnus of the Year each year, and will alternate Dedicated Service and Lifetime Achievement honors every other year. We will announce the honorees this Fall, and look forward to seeing you all on: **Thursday, January 26, 2017, in Manhattan.**

Prior to that celebration, we look forward to seeing you:

Friday, September 30, 2016:

Ancient Mariner Golf Outing
at Pelham Bay & Split Rock

Saturday, October 1, 2016:

FSMAA Homecoming Reception
at Paddy's On The Bay

Tuesday, November 22, 2016:

Thanksgiving Happy Hour / FSMAA Fall
Networking, Reichenbach Hall, Manhattan

Registration is available at:

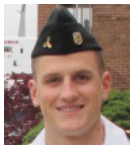
<http://www.fsmaa.org/2016-ancient-mariner-weekend/>

My Gratitude

Due to your generosity yet again, we donated \$232,388 to 81 cadets on board Summer Sea Term. Specifically, \$1,500 was awarded to each of the 2/C winners who participated in the 45-day portion of cruise, \$3,000 was awarded to each of the 1/C winners who participated in the 90-day portion of cruise. Eight of those \$3,000 scholarships were named in honor of **Chief Engineer Richard Pusatere '03**. The full scholarship of \$7,400 in honor of **Professor Sembler '52** was awarded to



1/C Cadet
Robert Brown



1/C Cadet
Thomas Altini

Cadet Robert Brown, while the full Scholarship of \$7,400 in honor of **Edward "The Chief" Pflieger** was awarded to **Cadet Thomas Altini**.

The Class of 1965 selected four winners of their own class scholarship; they each received \$2,000. From the bottom of my heart, I thank you for passing on to the next generation of alumni the gift of network that comes along with

The Fort Schuyler Experience. We have received many 'Thank You' notes from the cadets and some of their parents, and we look forward to

hearing about the cadets' experiences on cruise, with ports of call: Norfolk, Virginia; Trieste, Italy; Dublin, Ireland; Mallorca Training Area; Barcelona, Spain; Valletta, Malta.



The Class of 1965 Fund chooses four recipients for their own SST scholarship. Seen here: President Dan Gillette '97, Gerhardt Muller '65, Director Maggy Williams Giunco, with Cadets (not in order): Zhong, Ersoz, Nixon, Pelligrino.

FSMAA MEMBERSHIP DRIVE



Membership

We deeply appreciate the participation of so many of you at our events and the SST Scholarship Campaign, yet we

also depend on actual membership dues to continue the success of our organization. The easiest way to join takes one minute via the link on the website:

<http://www.fsmaa.org/membership/joinrenew-online/>

The Membership Drive will start late October, and a membership dues envelope will also be included in the Fall *Mariner*. For the next membership cycle, Maggy will be unveiling an auto-renew option for dues as well as recurring donations.

College

The relationship with the College is the topic that I get asked about the most. I am happy to report that we continue to make progress in our discussions and have an open dialogue with the College regarding our organization and how we can come together to our mutual benefit. As this progresses, we will provide updates to the entire membership.

Chapters

To our chapters, I encourage you to keep up the momentum of your regular gatherings, and continue to increase FSMAA membership in your region. Thanks to the efforts of **Kevin Hudson '94** and **Andrew Campen '97**, we have a vibrant new chapter; welcome aboard, **Hampton Roads Chapter!**

Board

I extend my welcome to the new Board Member **Michael Brown '82** who has enthusiastically stepped up to replace **Matthew Montanes '11** who found himself unable to attend the Board Meetings as he had hoped at this time.

Staff

I extend my continued special thanks to our staff: **Maggy Williams Giunco, Denise Tiernan and Bridget Bendo '96**. I am sad to report the unfortunate news that Bridget will move on from her role as Assistant Director of the FSMAA, as she returns to her career in marine insurance, but she will continue her role as Editor of this fine magazine, and we are happy about that.

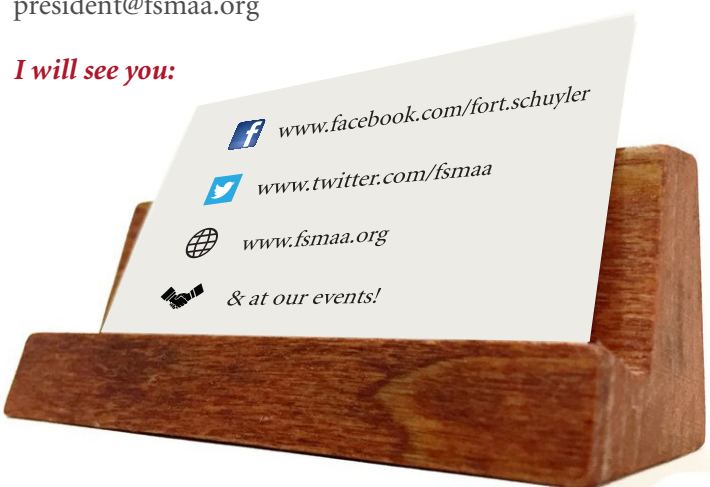
Fraternally,

Daniel M. Gillette, Class of 1997, President

president@fsmaa.org



I will see you:



www.facebook.com/fort.schuyler

www.twitter.com/fsmaa

www.fsmaa.org

& at our events!

TOUGH LOVE FROM CMDR. TISDALE

SUNY Maritime Regiment, 1985 - 1995

Deputy Commandant Commander

In the Fall of 1988, during Friday Afternoon Inspection, **Commander Tisdale** made clear his opinion of First-Class Cadet **Edward Garcia '89's** "mustache" dipping below the corners of his mouth. Classmate **Tony Manzi '89** can't stifle his enjoyment of this reprimand.

The FSMAA re-posted this picture originally posted by **Tony Manzi '89** on Facebook, and received an extraordinary response from many alumni reminiscing about Cmdr. Tisdale's memorable one-liners that sound harsh at the time, funny in hindsight and were from a place of 'tough love'. Perhaps, the one-liner being uttered in this picture was one of these uttered to other cadets at different times:



(In a very southern twang): "Son? You've got one foot out the gate and the other on a banana peel. I'm get'n set to push REAL HARD!"

- Todd M. Hiller '92 & Andre Esser '96

"Son, your alligator-mouth is writing checks your hummingbird-ass can't cash. Now, get!"

- Morgan McManus '92

"Your ass is grass... and I am the lawn mower." (0200 hours on B3.)

- Dave Callaghan '93 (who added, "One of the best; glad to have been there under his guidance.")

(As heads popped out as we heard the unmistakable sound of Cmdr. Tisdale's footsteps going after an upperclassman caught doing something):

"What's this? A damn family of groundhogs? Get back in your hole!"

- D. Brent Adams '93

"You had better make like a cockroach and crawl into a crack!"

- Neil Brennan '92

These reminiscences followed by alumni stating their love for Cmdr. Tisdale, their missing him, their knowing that at the foundation of the one-liners, there was love and concern for the cadets.

On August 28, 2016, the 'Mariner' Editor was lucky enough to have a phone conversation with Cmdr. William Tisdale and will share some of that here.



Second Lieutenant Tisdale receiving his stripes at the Brooklyn Navy Yard where he was on inspection duty, 1963. Cmdr. Tisdale decided to join the USMC after an impressive pitch at his high school assembly. He was 16, impatiently waited until he was 17, made Sergeant before he was 18. Two days after his 18th birthday, he was sent to Korea during the war.

How did you wind up as the Commandant of Cadets at Fort Schuyler?

When I was stationed in San Diego some time after the Korean War, where both of our children were born, this old hard-headed Sergeant Major took a liking to me and asked why I didn't become an officer. I hadn't thought I had enough education. He said he can give me a shove along the way in that direction, and he made me a Warrant Officer. He had me sent to the base in Quantico, Virginia, and one year later, I became an Officer - the dumbest person in the USMC - a Second Lieutenant. After having a lot of respect and everyone listening to me as a Warrant Officer, there I was getting brown bars on my collar and I became the most stupid SOB in the Marines. Every single officer was higher than I was. So, there I stayed and made my way through it. I was put on a team conducting inspections up and down the East Coast. Then, I was sent to Vietnam for the war. I was stationed in different locations after that - Japan, North Carolina (where we retired)... I made Captain. Then one fine day, I decided that I would retire. I decided that 24 years, 9 months and 23 days was enough active duty in the Marine Corps for me. About winding up at Fort Schuyler, well, I can tell you a funny story or the truth.

A funny story.

Okay then. I had a bout with pneumonia which put me in the hospital for quite awhile and I got back out and my beloved Mother-in-Law says, "We will have to find a job where you don't have to work." I said "I don't know, Mom, of any job like that". We got a state newspaper that advertised job openings, one was at Fort Schuyler. I got the job. I stayed there ten years - from 1985 to 1995. I enjoyed the interaction with the cadets; that was the best part of the job and I miss it.

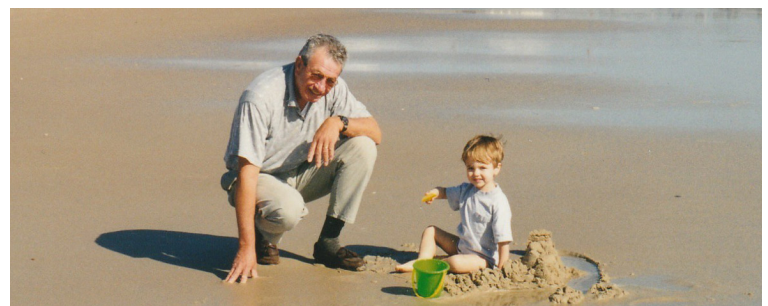


Cadet Officers on campus with Capt. Jim DeSimone, Cmdr. Tisdale, Admiral Floyd Miller, 1989.

Were you sincerely as tough as you came across as you disciplined the cadets, or was it being 'in character' for the challenging role you had?

It was 100% sincere. I believe in discipline. The main thing was that I was honest and did not play favorites. About Indoctrination and part of the training after that: People don't think about the benefit of it until they're on their own in the middle of the ocean getting yelled and screamed at by a Captain of a ship they're on. They have the benefit of leaning on what they learned during Indoctrination and training.

I just had a good time working with the kids. And, no one was left behind on my watch while abroad. Nobody was ever hurt so bad that they had to be sent home from the ship. Nobody was in a foreign port in jail, or if a few did go to jail, I got them out. So, that's some pretty good statistics for a ship full of kids. That's my story and I'm sticking to it.



William and Dorothy Tisdale currently live in Swansboro, North Carolina and enjoy staying healthy, reading lots of books and spending quality time with their children William Jr. and Karen, and their grandchildren Matthew, Alice and Daniel. Here are pictures of Cmdr. Tisdale on the nearby beach with grandson Matt, and preparing the family turkey at Christmastime. Cmdr. Tisdale, now 83, is currently aggressively fighting lung cancer with regular treatments at Duke University and says he "would be honored" to attend a Fort Schuyler Homecoming after treatments are behind him - shooting for the Fall of 2017.

COVER STORY

Georgia Ports Authority Executive Director *Griffith Lynch, Class of 1988*

Exclusive Interview with Mariner Editor, August 30, 2016.

*Congratulations
on your promotion*

from Chief Operations Officer to Executive Director of Georgia Ports Authority (GPA)! Would you like to tell us about the GPA?



Griff grew up in Wading River, NY. His degree at Fort Schuyler was BS, Computer Science, and he was Deck.

Formed in 1945, the Georgia Ports Authority today supports more than 370,000 jobs across the state, yielding \$20.4 billion in annual income for Georgians. Key to the authority's success is the Port of Savannah, the fourth busiest and fastest growing U.S. container port, moving 3.6 million twenty-foot container units in Fiscal Year 2016 alone. Savannah's sister port, in Brunswick, Ga., is the second busiest port in the nation for the import-export of vehicles and heavy equipment. Serving as a hub between ocean-going cargo, truck and rail transit, our ports serve a vast swath of the nation, reaching as far as Dallas and Chicago – an area encompassing more than 44 percent of the U.S. population. The GPA employs 1,100 of the most dedicated people you will find in the logistics industry.

What are the plans for the future of the port?

We are in the midst of the Savannah Harbor Expansion Project, which will deepen our river channel to better accommodate the super-sized vessels that are the new standard in global trade. Deeper water will allow these ships to arrive and depart with heavier loads and to do so without having to wait for the high tides. On the land side, we are adding eight of the largest ship-to-shore cranes on the U.S. East Coast, at a cost of around \$100 million. This will give the Port of Savannah 30 of these enormous machines – more than any other American terminal.

We are extending our rail network by adding port-operated rail hubs across Georgia. Also, we will soon start construction on a major expansion of our on-terminal rail yards at the Port of Savannah, allowing us to build up trains as long as 10,000 feet. These “unit trains” improve the efficiency and cost of rail transit, and will make Savannah a more competitive option for customers needing to move cargo deeper in the Midwest.

How does the opening of the new Panama Canal affect GPA?

Because Savannah handles nearly a third of all U.S. imports transiting the Panama Canal, its expansion will have an important impact on GPA's growth. By accommodating today's megaships, the Panama Canal expansion will improve all-water service to Savannah. Industry experts estimate the larger ships now transiting the canal will provide savings of 20-40% per container slot, further increasing Savannah's competitive advantage for the all-water trade routes. At GPA, we expect to see a steady increase in cargo reaching our docks via Panama as shippers take advantage of these increased economies of scale.



The 300-foot dredge 'Alaska', of the coast of Tybee Island, Ga., deepens the shipping channel to the Port of Savannah. The project will deepen the shipping channel from 42' to 47' at mean low water. (Photo credit: GPA/Stephen B. Morton)

The Lynch family!



GRIFFITH LYNCH, CLASS OF 1988


We understand that you were responsible for developing Virginia International Gateway, a state-of-the-art, automated, privately-owned marine container terminal along with Elizabeth River in Portsmouth, Va. Can you tell us about it?

I was in the right place at the right time and very fortunate to have had the opportunity to be a part of an incredible team of folks that designed and implemented the first semi-automated terminal in North America. We absolutely benchmarked other terminals globally. ECT in Rotterdam and the HHLA -CTA facility in Hamburg, Germany are two that come to mind. When it first opened in 2007 the APMT Virginia Terminal (as it was formerly named) was arguably the most technically advanced Terminal in the world and by far the most productive semi-automated facility. As it goes with technology, it is now one of many and the industry continues to progress. The terminal took about three years to build, and we had some of the best technical minds in the business on the team. Whether it was IT, Civil Engineering, or Equipment automation, all of the key team members have gone on to become the foremost experts in their field of expertise in our industry.

You have been described in the local newspaper as "high energy". Are you considered young for this position? What is your leadership approach to effectively manage those significantly older than you - and younger?

Being selected as the executive director of the Georgia Ports Authority is by far the single most exciting opportunity of my career. I love this industry and could not imagine doing anything else, so I think that carries through in my attitude towards work.

The dock at GPA's Garden City Terminal includes nine vessel berths. (Photo credit: GPA/Stephen B. Morton)



My experience has always been that regardless of age, folks want to be a part of a winning team. A key component to any successful group is to check your ego at the door and place others above yourself.

Is your leadership style different down South than it would be if you were running, say, the Port of NY/NJ?

My leadership style does not change. I aspire to be a servant leader, one who recognizes what type of support each team member needs to live up to their full potential.

A portion of our readership has just graduated Fort Schuyler; can you share with us what you look for when you hire someone?

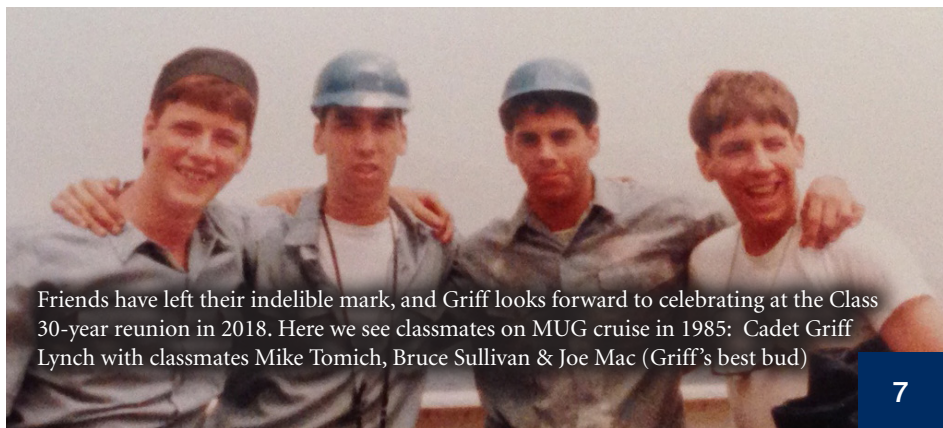
In addition to technical, industry-related knowledge, I also believe a person needs a certain amount of "Emotional Intelligence" - a willingness to work hard, to effectively communicate with others, and to understand they have to put their time in. I look for people who are developing the communication, organizational and soft skills to be effective contributors in team situations. Recently, I listened to a talk on leadership and I thought the speaker got it right when he said that, "Great LEADERSHIP first requires great FOLLOWSHIP." I think this is so true, and we can all take something away from this statement. The current class of MUGS at Fort Schuyler are particularly working on their 'Followship' abilities, but throughout our journeys, so are we all.

What makes a Schuyler graduate a good hire?

There are very few college experiences like that of Fort Schuyler. Our strength is in the uniqueness of the experience. Beyond the degree and license, I believe Fort Schuyler teaches students how to be a part of a team and how to lead. It's a challenging school requiring hard work on multiple fronts. While I was not a big fan of the regiment while in school, I now see the wisdom in it, especially for an 18 to 20 year old. I attribute a large part of my personal success, both family and work, to the life lessons I learned at Fort Schuyler.

We trust you have plans to attend your 30-year Schuyler reunion in the Fall of 2018... Yes?

I hope to see some old friends and raise a glass to the Class of 1988.

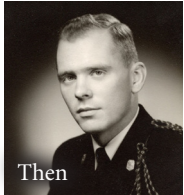


Friends have left their indelible mark, and Griff looks forward to celebrating at the Class 30-year reunion in 2018. Here we see classmates on MUG cruise in 1985: Cadet Griff Lynch with classmates Mike Tomich, Bruce Sullivan & Joe Mac (Griff's best bud)

LIFETIME ACHIEVEMENT

Don Frost, Class of 1962 *MBA International Business,* *Editor, CMA Monthly Newsletter 2016* *Lifetime Achievement Award*

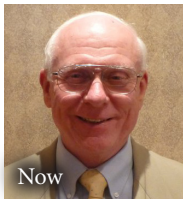
Exclusive Interview with the Mariner Editor, December 15, 2015.



Then

How did you wind up as a cadet at Fort Schuyler?

I was born in Westchester Square Hospital, so I started life close to the Fort. I attended St. Raymond's grammar school in the Bronx. After my father died (I was 9), I went to boarding school (Mount St. Michael) for a few years and returned to St. Raymond's. My family moved to White Plains where I attended Archbishop Stepinac High School.



Now

Like most kids, I had no idea of what a career was let alone what I wanted to be. As a WWII baby, I grew up listening to the radio and seeing newspaper accounts of the war. I read a lot including the entire 26 volumes of "The History of United States Navy Operations in World War II" by Samuel Elliot Morison in sixth grade. I guess that had some influence later on. I am grateful for my time in the UN Navy Reserves and only retired when the time requirement of my career left me no choice.

How did you determine what you wanted to do in your career?

During my Mug year, a well-known Boston consulting firm (Arthur D. Little), which had completed a far ranging study of US transportation systems for the Federal Government, presented their study in weekly 2-hour presentations at the College. I had a student job to set up, operate and take down the public address system in the old Armory, so I had to attend them all. I listened to the presentations intently, and my interest in all modes of transportation was greatly influenced by that experience.

How long did you sail commercially? Can you share a sea story from your experience?

My first ship was the *Robin Kirk* – a C-3 that had been delivered as a mini aircraft carrier during WWII and converted back to a freighter after the war. My first trip was with a cargo of grain from Baltimore to Port Said. I boarded at 6 PM, was shown my cabin, dropped my gear and prepared to depart. The pilot boarded about 8 PM and the adventure began. The captain gave me instructions on when and how to drop the pilot, the initial course from the mouth of Chesapeake Bay to Gibraltar and left the bridge. No uneasiness on my part – at least not until we had to drop the pilot, but it went off without a hitch. However, it was then that I saw that the Captain had been watching everything from a spot one deck below. Smart man after all! I sailed about 2-1/2 + years. I sat for and passed my Second Mate's license about a year after I started.

What did you first do for work when you came ashore?

Like most of us, each job built on the other in some way. Between trips I worked as a Cargo Stowage Supervisor for Grace Lines conveniently located at the foot of 14th Street near the beginning of the High Line. The work was not difficult but you had to know how longshoremen and stevedores thought. My boss was Warren Leback who, after a tour as VP of SeaLand (as they were building the SL-7 series of very fast container ships now converted to RO/ROs for MSC), later became Maritime Administrator. I learned a lot from him at Grace, and did some business with SeaLand later on when they were chartering bulk carriers to help build a system of regional hubs preparatory to the introduction of the SL-7s. Years later, when he was Maritime Administrator, he was helpful to the CMA in its early days.

Don & Mary Kay's "sendoff kiss" was a feature in the NY Post in June 1960.



Here are Don & Mary Kay today; yes, his wife of over fifty years is the girl in the kiss picture. They have three grown children Donna, a software engineer at an aerospace company; Michael, an audit systems adviser to the State of Ohio; and Stephen, a PhD research scientist psycho linguistics in New Haven, Connecticut; and six grandchildren.

DONALD B. FROST, CLASS OF 1962

Share with us a memorable moment in one part of your career as a freight broker.

While working as freight advisor/broker with a large non-ferrous metals trading company, I was asked to do a small study on the movement of iron ore for the parent company, a much larger mining company. At each step in the project the boss was pleased and eventually I came to work for the Exploration and Development side of the mining company for a while. About six months later I was hired by another company in an entirely different product. As I started with the new company my former boss asked me to act as an outside consultant and re-run estimates for freight rates for a different set of potential customers. The report was a page long and just contained freight rates. The trade route was Western Australia to Europe and the time was January 1967. I added two sentences to my report suggesting that if the Suez Canal were closed, the freight rate around the Cape would be X. Six months later, the Suez Canal was closed and my rates came within 5 cents per ton of the rates actually fixed.

What has been your most memorable event or story while working as President of the Connecticut Maritime Association (CMA) or as Editor of the Newsletter 'Connect', your current position? Tell our readership more about the CMA.



Perhaps the best remembered incidents involved the Commandant of the Coast Guard. The first was at Shipping 1992 (Admiral William Kime). I was CMA President then and this was the first time I realized that CMA had become an important part of the industry. The second time was at Shipping 2000. After touring the exhibits Admiral James Loy told the luncheon audience that CMA should change its name to something like the Inter Galactic Maritime Association because the state specific name did not do us justice. I see Adm. Loy each June at SCI's Silver Bell dinner and joke about his comments 15 years ago.

To speak of the CMA, I'll provide a few facts and some history:

CMA is an association of individuals employed in shipping and seaborne trade. Its mission is education – of our own members, the public and government when asked. It is not a lobby.

Lead by Stolt-Nielsen Tankers which moved from the Chrysler Building in Manhattan to Greenwich, CT in 1969, CMA started as a “social club” for a displaced shipping community once located in New York. By the mid-1970's, Fairfield County, Connecticut, had become a rapidly growing center of Tramp Shipping - containers went to New Jersey. By the early 1980s there was a need to formalize the club and expand beyond the social focus. With the help of the President and legal counsel of U.S. Steel's shipping arm, NAVIOS CORP, we started regular luncheon meetings in 1984. The original 38 founding members included several Fort Schuyler alumni. My classmate **Don Bresnan '62** and I were plank owners as well as **Cliff Dahl '63**.

Today, CMA has about 1,400 dues-paying members located in 25 states and 10 countries. However, an analysis of our monthly website hits suggests that we are currently reaching an additional 4,000 + non-dues paying “virtual” members worldwide each month. We have about 25-30 student members from SUNY and Mass Maritime. We have no way to measure how many members are SUNY alumni but it is a sizable number.



The Frost Family

The latest edition of *Maritime Professional* magazine introduces the issue of change in the industry and how the maritime schools - ALL OF THEM - can prepare students for the future and what they should be doing to respond to changing demands on their graduates. In my opinion we tend to see ourselves as a resource and would like to work more closely with the educators as such.

Frankly, the maritime schools have to first ask what is going to happen to the industry -worldwide and not just the US flag. There are many shipping jobs that our graduates could fill in other countries.

What was the most interesting case in your work as maritime arbitrator and expert witness?

My most interesting appointment started as an expert witness for a ship owner in a case based on a very old contract of affreightment that contained a complex escalation clause that made sense when the contract was written (1987) but by 2003 global trade had changed as a consequence of political changes (i.e. the meltdown of Former Soviet Union and later, the emergence of China).

It turned out that not only had I experience with the commodity involved as a trader, but I had worked with (not for) the charterer in the past. I understood why the clause was complicated and tried to explain that to the owner. The owner suggested, via their lawyers, that I be hired as a consultant to rewrite the escalation clause to reflect current trading patterns. It turned out that the owner and charterer were closely related via common banking ties. The dispute was settled amicably and I was able to use my knowledge to create a win-win situation for both parties.

For recent graduates of Fort Schuyler who are weighing their career options, would you like to share with them how you feel shoreside jobs fit into the larger scheme of jobs in the maritime industry?

As a globalized industry, shoreside jobs make up most of the opportunities in the industry. We are in fact in the marine transportation business not shipping. The ships themselves are just tools as are ports, terminals and redistribution modes. Shipping is a derived-demand business. If the cargo is not bought/sold, there is no need for the tools.

What was your recent involvement with the industry in Washington, D.C.?

The National Association of Maritime Organizations (NAMO) is an association of mainly port or geographically focused maritime organizations or maritime exchanges that seek to make the functions of American ports more efficient and competitive by working closely with the 35 Federal Departments, agencies and bureaus with functions that involve the marine transportation system of the United States. CMA, with the other NAMO members, bring the views and operational concerns of the ship owners and operators to the attention of those agencies which are charged with implementing laws and regulations. It meets in Washington twice a year.

How do you see the future of the US Merchant Marine?

This issue is not about economics or demand. It is purely political. To compete or protect? That is the question. Shipping companies, like railroads, will consolidate.

Tell us a motto that you live by and that guided your career and private life.

“Dictum Meum Pactum” translates into “My Word Is My Bond”. I am proud to say that most of the transactional part of the industry manages to keep to this standard.

Dictum Meum Pactum





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DEDICATED SERVICE

Earl Baim, Class of 1980, P.E., M.Eng. 16 Years on FSMAA Board of Directors 2016 Dedicated Service Award

Exclusive Interview with the Mariner Editor, January 3, 2016



What was most formative about your 'Fort Schuyler Experience'?

It's difficult to select anything "most formative" about the Fort Schuyler experience. Really, it was the whole package. The "Academics/Regiment/License" program at Ft. Schuyler is unique and does more to mold the whole person than a standard College program. It requires the student to be almost totally immersed in an intense learning environment.



I will say that a strong benefit of the experience, and I don't know whether it applies to current Cadets, was that at the time, the regimental rules banned any TV for the first three years in the place; that was very valuable.



Internships and cadet shipping are very valuable and I took them at every available break from school, beginning after third-class cruise. I always had good, intensive internships, either sailing aboard vessels in the engine room or dealing with repair work in shipyards. All of my internships were very 'hands on'. I found them invaluable in shaping my ultimate career choices.

As to favorite classes, it's been a long time, but I suppose Marine Engineering, both on shore and at sea, with **Charlie Munsch '73**, is hard to forget!

What do you consider the most important work in your career so far?

The most important work of my career was contributing, albeit in a very small way as a young engineer, to the design of the Arleigh Burke Class Destroyers while working as an engineer at Gibbs & Cox. This is a very successful ship type, by the way (currently, "copy # 60" of the original design is under construction), and a project where the total contribution of engineers who were maritime academy graduates, at all levels of the project, from junior engineers such as myself, to project managers, was very substantial; a large number, in absolute and proportional terms, of maritime academy alumni worked on the project. A close second in importance was the design and construction of a new Staten Island Ferry terminal building in Lower Manhattan; I served as Staten Island Ferry's project manager on that project and it was certainly the most enjoyable work I've ever done.



Earl was instrumental in the creation of the first FSMAA Summer Sea Term Scholarship and the selection and organization of the process ever since. Here he is with a number of the first scholarship recipients on campus in 2004.

EARL BAIM, CLASS OF 1980

I am proud to have participated, with many capable alumni and others, in the then successful "Save Our School" Campaign.

What do you feel might be a new, relevant major offered by SUNY Maritime?

I'm not sure whether SUNY Maritime should offer new majors. Whether it does or otherwise, what it should do is do what it traditionally has done – and do it excellently, and let the world know what it does and that it does it well. I believe if it does that, people (applicants and potential employers of many stripes) will come. I also don't believe, for many reasons, that the school should attempt to "grow its way to profitability"; it should remain small – on an undergraduate level. Where synergies might exist, it should offer courses and classes to those already in industry. Additionally, not all Cadets should be "steered" to deep sea shipping. The US has very significant inland maritime operations and other maritime activities; these should be presented as desirable career options. Majors offered by the College, new or otherwise, have to be well-regarded academically by the general community. I was hired in my current job by an Annapolis graduate simply because he happened to be familiar with the College and had a high regard for it.



Earl works for NYC DOT's Staten Island Ferry since 1988. He is currently working in the Ferry's engineering unit developing marine and civil projects.

What does the FSMAA mean to you? What first sparked your participation in the FSMAA?

To me, FSMAA organizes and maintains the constituency for our Alma Mater and its unique program. It's essential for the improvement and survival of the school. Ultimately, the College is a government program; government programs exist and receive appropriate shares of resources because they have constituencies.

I started participating in FSMAA due to the invitation of some Board Members. Why they did this, for the life of me, I don't know.

I gladly agreed to participate because I believed FSMAA was the best way to help the College, and at the time I became involved in particular (1999/2000), because it needed help.

Throughout my career, I've been privileged to work with some of the most talented people and leading firms in the world in their respective fields. I've also been helped along the way at key points by a number of Ft. Schuyler alumni. Today, some of my best friends are Ft. Schuyler Alumni who I met only through work. I've been very fortunate. The network and fraternity of Ft. Schuyler Alumni are difficult to beat.

You just celebrated your thirty-fifth reunion. What are your feelings towards choosing to attend SUNY Maritime those many years ago?

I'm most grateful for having been challenged by attending SUNY Maritime; I'm grateful that the education I received there was unique and not "just like everybody else," and I'm grateful that in nearly 36 years since graduation I have not been unemployed for a single day. I'm grateful to be the first one in my family history to graduate from the College; additionally, I come from a long line of veterans of US wars going back to before the Civil War and I'm grateful to have been the first one with a shot at a commission in the US military, thanks to the College.



Having grown up on the South Shore of Long Island, Earl can't remember a time he wasn't working on boats or hanging around boatyards or sailing. Not too much has changed. Earl is grateful that his education at Fort Schuyler allowed him to continue this activity and pursue this interest as a career. Here we see Earl at last year's FSMAA Sailing Challenge pulling out of Manhattan Yacht Club in Jersey City.





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Andrew Coffey - 13
Patrick Baeszler - 14
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ALUMNUS PROFILE

Matthew Perricone, Class of 2003

BS in Facilities Engineering, Maintains
3/A License, Tugboat Captain.

An apt description of Matthew Perricone '03 is an advocate for:

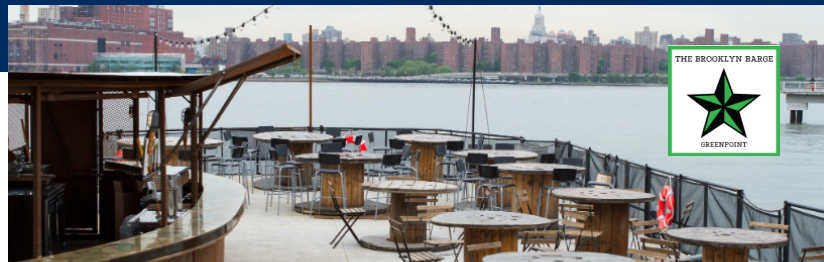
- The utilization of the under-appreciated East River
- Connecting New Yorkers to their waterfront
- The preservation of nautical history
- The understanding of the maritime industry.



Matt owns the vintage tugboat *Tug Cornell* and a well-maintained deck barge with equipment, as part of his LeHigh Maritime Corp, and is dedicated to the preservation and operation of this vessel as part of his overall objectives in his advocate role. He enjoys teaching people “what it’s all about”. Matt sees the tugboat as a window to the history of the maritime world, and makes her available for tours of the New York Harbor, events, as well as part of a training program for mariners and cadets that he works for through Diamond Marine Services, which is a one-of-a-kind Continuing Education firm owned by **Sam Zapadinsky '03**, who is also a Hudson River Pilot.



To learn more, visit: www.DiamondMarineServices.com



The Brooklyn Barge • 3 Milton Street • Greenpoint, Brooklyn 11222
Open daily from 11 am to 2 am. • TheBrooklynBarge.com

3 managing partners: Thomas Morgan, retired FDNY, retired Navy, manages the business. Jim Gill, former captain of a water taxi and in the restaurant business. **Matt Perricone '03**, Tugboat Captain

Matt is also one of three Managing Partners of The Brooklyn Barge, which is an older barge with about 2,000 square feet of space converted into a bar and lounge area, as well as property right alongside the barge with about 7,000 square feet of space set up as a restaurant. The venue was featured in a NY Post article May 28, 2016 entitled “NYC’s hottest bar is an old floating barge”.

In a conversation with the *Mariner* Editor on August 16, 2016, Matt explains, “Besides for a very small park, The Brooklyn Barge is the only place in Greenpoint, Brooklyn where residents and tourists can access the waterfront. Everything else is industrial or condo developments. The vision behind The Brooklyn Barge is that we want New Yorkers to be connected to their waterfront, to utilize the resources that are here, to see what crucial purpose the River served and still serves, to dine casually with us while taking in the view, to enjoy water sports after a day in the office. Right now, one side of our barge has a ramp and floating dock and is being utilized for very affordable water sports - kayaks, stand-up paddle boards. And, people are coming; people are giving something new a chance.”

Early on, as the barge was just about ready for guests, on October 15, 2015, Matt held one of his first events - a gathering in honor of his classmate Chief Engineer Richard Pusatere '03. The fundraiser named “Pints For Pooch” raised \$5,000 for Rich’s wife Emily and daughter Josie; more importantly, friends and family of Rich got to exchange stories, hugs and support for each other.



As for Matt’s favorite dish, he responded, “Food’s good. I have a little bit of everything, but I lean towards the “Spicy Chicken Skewers with crushed peanut sauce”. As for a staple of the barge, the “Tugboat fries” (french fries topped with barbecued pork, cheddar cheese chunks and jalapeños), Matt says, “Now, those do pretty well. And, they’re tasty. I just can’t eat any more of them.”

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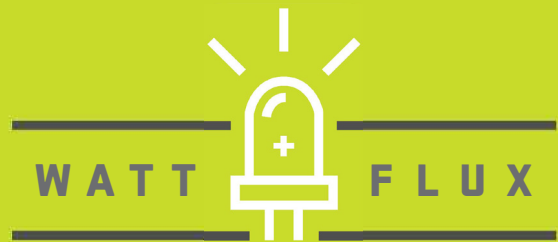
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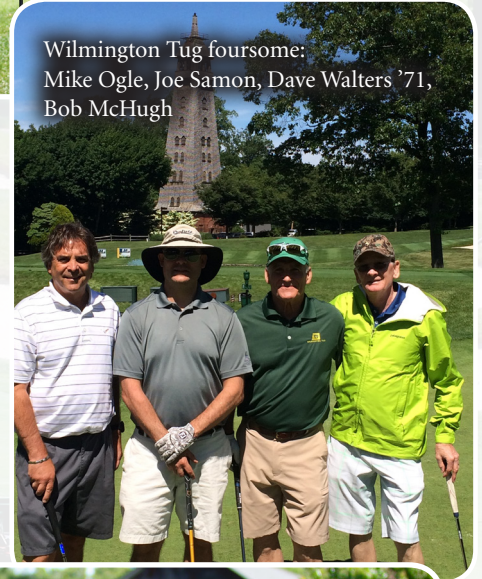
Ready!



Practice Time



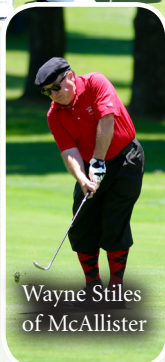
George Kachmar '78, Chris Kachmar, Michael Purpura, Colin Schneider '00



Wilmington Tug foursome:
Mike Ogle, Joe Samon, Dave Walters '71,
Bob McHugh



Picture-perfect foursome.



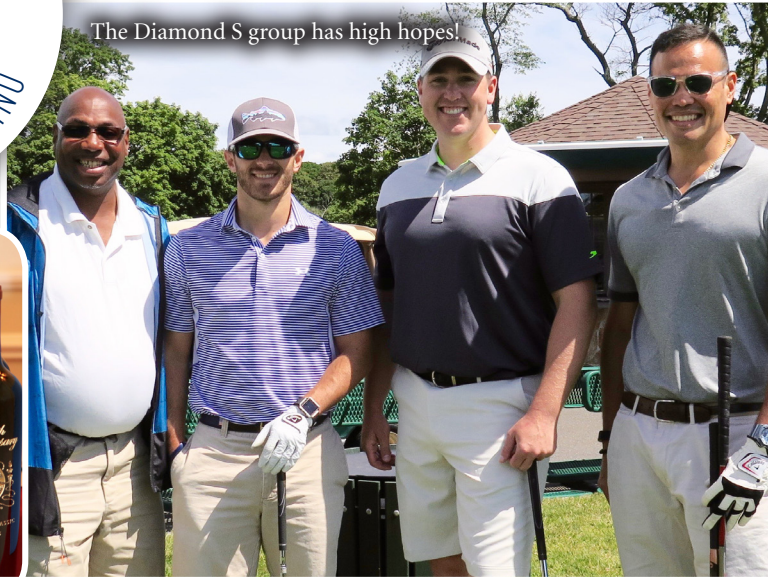
Wayne Stiles
of McAllister



"I got this".



Jamie Nawojchik '87, Sheikh Bakker, Vincent Bellusci, Victor Rapp '68,
Jack Witney '80, Ghulam Suhrawardi '73



The Diamond S group has high hopes!



Admiral Sponsor Ice Sculpture at Raw Bar



Cadets Alexandra Schnabel and Grace Stanton flank the low net score winners, as Maggy presents their trophies.



Jack Conway '04 wins NY Islanders Clark Gillies jersey to hang in son's room.



Bridgeport & Port Jeff foursome in synch.



The swing of a professional!



Joseph Menta '93 (seated center) and Len Pisano '85 (seated third from left) sit down to dinner at an Italian-American Club meeting? Also at table (not in order, not all pictured): Douglas Morrell, Peter Yeager, Scott Meyer, Frank Pagano, Patrick Calcagno, Kevin Depiccio, Eric Derector, Adam Zellner, Luther Garcia, Frank Conti.



BATTLE ON THE BAY



THE NAVY LEAGUE SAILING CHALLENGE
July 21, 2016

EVENT HOSTS:




Congratulations to 1st place winner (2 years running) **Capt. Dave Coughlin '88** (with Lucky Charm Sea Cadet John Nalbandian), 2nd place winner **Capt. Lars Forsburg**, and 3rd place winner **Capt. Chris Muscarella '96!** Thanks to all who shared in this day with us - whether as Sailors aboard the 13 J-24s or as Spectators aboard the "Honorable William Wall" Floating Clubhouse. Thanks to our Volunteers and our Sponsors including:



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Homecoming



2016

FSMAA Events

Friday, September 30th:

Ancient Mariner Golf Outing
at Pelham Bay & Split
Rock Course, Bronx

Saturday, October 1st:

FSMAA Homecoming Reception
at Paddy's On The Bay, Bronx

SPECIAL EVENT

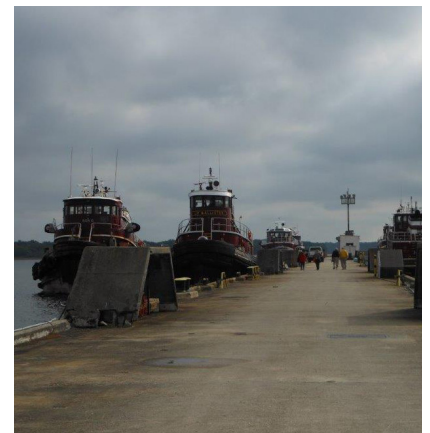
The Class of Oct. 1946 will be celebrating their **70th reunion** and will be marching on the field at Homecoming. Find them to shake their hands. Highlights of their classmates will be included in the *Fall Mariner*.

To register: <http://www.fsmaa.org/2016-ancient-mariner-weekend/>

CHAPTER GATHERINGS

CAROLINAS CHAPTER CHARLESTON, APRIL 23, 2016

The day started with a tugboat ride in the harbor, compliments of McAllister Towing & Transportation. The evening continued at Water's Edge Restaurant overlooking Shem Creek for cocktails and dinner. The FSMAA President, **Dan Gillette '97** and his wife Kristen were happy to take part in the well-attended event and noted the wide-range of alumni graduation years. The SUNY Maritime College President, Adm. Michael Alfultis and his wife Kim also enjoyed meeting the alumni of the area. Special thanks go out to **Marianne Michaelsen-Sanderson '95** for coordinating the grand plans.



NORTHEAST FLORIDA CHAPTER CHAMPIONS, MARCH 30, 2016



The Fort Schuyler - Kings Point rivalry lives on. Yet again, the old MUGS from Fort Schuyler successfully defended their golf trophy as the pride of Northeast Florida versus their counterparts from Kings Point. This year's victory makes six consecutive wins. The venue changed this year but the results remained the same much to the dismay of the KP alumni group. The group played the very challenging Hidden Hills Country Club Golf Course. Northeast Florida is generally not associated with rolling hills, but this course certainly has them plus an abundance of water hazards. The Schuyler victory was followed by adult beverages on the patio of the clubhouse. Everyone slept well after the day on the course and the evening on the patio. This year the Schuyler golfers included: Don Bresnan '62; Peter Baci '69; Don Roman '70; Jay Winegeart '81; Scott Fernandez '82; Bob DeGennaro '84; Jeff Ritter '86; John Redman '89. — As submitted by Peter Baci '69.

NEW JERSEY CHAPTER BAR A, JUNE 18, 2016



Twenty turned up to kick off the summer at the shore together (Lake Como, formerly South Belmar), including (not all in order): Jamie McNamara '94, Lisa Bakos Hudson '93, Charles Hudson '91, Connie McNamara, Michael McNamara, Jim McNamara '64, Mike Mustillo '95, Maggy Williams Giunco, Director, Charles Lohman '61, Chris Begley '82, Nicholas Makar '96, Len Weinberg '63.

NOT THE LONG ISLAND CHAPTER, BUT CLOSE! AUGUST 4, 2016



This motley group of Schuyler guys from the every-loyal 1980s classes enjoyed an impromptu casual cocktail together at the home of Victor Corso '83 in Huntington, Long Island. The gathering coincided with Bill Bartsch's annual "Return To Roots" visit from San Diego. Here we have (all from Classes of 1982, 1983, 1984): Back row: Jay Mulhall, Mike Rohan, Mark Finnerty, Brian Kirk, John Bradley, Brian Bernhard, Michael Brown, Mike Hinchcliff, Kevin Comerford, Rick Picinich; Front row: John Valvo, Rich Gilliland, Victor Corso, Bill Bartsch, Michael Reilly.

HAMPTON ROADS CHAPTER - **NEW!** BOLD MARINER, AUGUST 3, 2016



Newly Elected Officers: President Andrew "Ace" Campen '97, Secretary Jackie Graham '08, Treasurer (Past President) Carl Fisher '65. Their two events to-date have been held at the Bold Mariner Brewery owned by Jared Tuxill '93. The other event was held when on May 18, 2016, when the Training Ship 'Empire State VI' was in town. Attendees numbered 65 at the first event, 33 at the second.

OFF WATCH

Seth Harris, Class of 2005



THE FIRST OF A NEW SERIES ABOUT HOW WE SCHUYLER ALUMNI CHOOSE TO SPEND OUR TIME 'OFF WATCH' - DISCOVERING TALENTS, PURSUING HOBBIES, ADDING RICHNESS TO OUR LIVES.

SETH HARRIS. CLASS OF 2005



“*The Mermaids of North America*”, the solo show of **Seth Harris, Class of 2005**, toured at several NYC galleries and art houses in 2014-15.

Seth is currently working on a new series of oil paintings titled “*Ladies in Black*” which received a Merit Recognition from the National Art League in Spring 2016.

◀ This painting, part of that series, is entitled “*Late*” (Oil on Canvas, 2016).

Seth works 50 hours per week as an engineer and 20 hours per week on his art.

When did you start painting?

As a kid, I always brought a sketch pad with me. I didn't get serious about my art until I started shipping, actually. I mostly worked with ink and watercolor because they were the most portable, and I found I could easily work with those mediums in a tight space on an oil tanker. I illustrated two children's books while I was shipping and used an on-demand publisher as a print and sales platform. I probably spent about a thousand hours drawing, inking, painting and editing each book. These two projects forced me to learn brush work and move out of my pencil sketch limitations. The titles are *Wings of Glory* and *Jurassic Brunch*.

How do you feel when you paint?

My painting reflects my state of mind. Though sometimes it's the other way around. I painted a smiling lady one time and I found that I was strangely happier than I usually am when painting a model with a neutral expression.

How do you find inspiration?

I'm always inspired when I visit a museum and see paintings by Caravaggio and Sargent; they had such a great understanding of composition and contrast.

However, the inspiration for “*The Mermaids of North America*” originated from a personal experience. It started when I transitioned to life on land after shipping for five years as an officer. I had some adjustment issues. I'm sure most sailors can relate to the strange feeling of working a safe job with reasonable hours among society. I had to re-learn how to navigate a corporate workplace and adjust to working a normal 9 to 5.

I decided to use this period to push my art further. I started attending model share sessions at a nearby art space. I transitioned from a mixed medium illustrator to a pure watercolor figure painter. That's when I started painting mermaids riding the subway. I could not stop painting sea creatures removed from their natural habitats. I painted them using iPhones, eating Nutella, holding musical instruments, etc. I then realized the obvious — that I was obsessed with the subject matter because I was feeling like a fish out of water myself.



www.brooklynseth.com

Seth Harris

Exclusive Interview with
Mariner Editor, June 22, 2016



Col Paul Weaver '92 was recognized by the Chicago Cubs at Wrigley on August 17, 2016. The Cubs and a sold-out crowd gave Paul an ovation that seemed to go on and on. The Cubs are active supporters of the military and frequently host military members and their families to games. Col Weaver's unit is active in the Chicago community most notably the Toys for Tots Program. For those of you more interested, you can learn about Col Weaver '92 in the Fall 2015 issue of the 'Mariner' in the 2-pager "A Fort Schuyler Family: The Weavers".



As reported in Steel America:

SUNY Maritime Alumni – Three decades of maritime experience and partnership.

Rick Barto '72 of Colonna's Shipyard, Director of Down River Division

Mike D'Amato '83 of AMSEC, Sr. Consulting Manager, Business Developer

Jessica (Parks) Galassie '99 of Colonna's Shipyard, Business Development Manager Steel America Division

Rick, Mike and Jessica are seen standing next to one tire of the Marine Travelift 1000 C boat hoist that is capable of lifting 1,000 metric tons, or whopping 2,200,000 pounds. In 2012, Colonna's Shipyard's fabrication subsidiary, Steel America, used the 1000 C to launch a 980-ton Caisson Gate that was being built for the No. 8 graving dock at the U.S. Navy's Norfolk Naval Shipyard.



Good morning from the stunning St. Lawrence River!

On August 16, 2016, **Capt. Barry Enck '98**, Pilot (Baldwinsville, NY), captured this moment of **Capt. Patrick Broderick '87**, Pilot (Massena, NY), piloting the Cyprus-flagged 'M/V Blacky' upbound in the St. Lawrence River near Ogdensburg, NY.

Capt. Enck and Broderick - both seasoned Lake Ontario Pilots - recently chose to become River Pilots. Capt. Enck is a full river pilot and Capt. Broderick is finishing his 2-year apprenticeship shortly.

As the sun was rising, the fog was setting in.

ALUMNI NEWS: BRAVO ZULU



Pictured at the Port of Gwangyang, Republic of Korea are alumni assigned to NR Military Sealift Command Expeditionary Port Unit (EPU) 102 supporting the Joint International Exercise FREEDOM BANNER / KEY RESOLVE. L-R: LCDR **Will Delao '00** (Executive Officer); CDR **Don Moore '00** (Commanding Officer); LCDR **Jamie Lyman '06** (Asst Ops Officer). Other alumni assigned to EPU 102 are LT **Lou Vitale '07** (Admin Officer), and LT **James McCabe '08** (Readiness Officer). Also in the Republic of Korea supporting the exercise was CDR **Matt Devins '97**. CDR Devins is currently Officer-in-Charge (OIC) of Strategic Sealift Unit (SSU) 206 Detachment Baltimore. Earlier this year CDR **Don Moore '00** relieved CAPT **Matt Nolty '91** as unit Commanding Officer after CAPT Nolty completed a successful 2-year tour at the helm of EPU 102. CAPT Nolty is now the Navy Emergency Preparedness Liaison Officer (NEPLO) for the State of New York.

New York Council, Navy League, received the United States Coast Guard **Distinguished Public Service Award**, the highest public recognition that the USCG may award. **Capt. Ted Mason '57** serves as President of the New York Council, Navy League. The USCG highlighted the New York Council's "notable services that have contributed to the advancement of the missions and goals of the Coast Guard." The citation for this most prestigious award emphasized the hosting of multiple events by the New York Council that enhance the Coast Guard's outreach efforts and honors Coast Guard members. The New York Council's dedication and abiding commitment to the Coast Guard were most highly commended and in keeping with the highest traditions of the United States Coast Guard.



From left: **Admiral Charles D. Michel**, Vice Commandant of the Coast Guard, presenting the award to **Ted Mason**, President of the New York Council and **Fort Schuyler Class of 1957**, and **Bob Lunney**, Vice President of the Council, at the July 5, 2016 reception for the 35th annual Coast Guard Art Program at the Salmagundi Club in Manhattan.



Twenty-two years ago, **Charlotte Pittman '98** reported in a white T-shirt and blue jeans to SUNY Maritime College and was assigned to Section III under the Quad under the direction of five Section Indoctrination Officers including **Dan Comunale '96**.

On July 17, 2016 in San Diego, they flew their final flight together aboard this USCG helicopter. Little did Dan expect that Charlotte would unfold their Section III guidon for this bittersweet picture.

What made it even sweeter was that this flight marked Charlotte's 3000th flight hour in the H60.



WQIS appoints **Justin A. Mongello '96** to newly created role of Chief Operating Officer

In February 2016, WQIS, the largest underwriter of pollution liability insurance for marine vessels in the U.S., has created the new position of Chief Operating Officer and — following an extensive search — has selected **Justin A. Mongello** to fill that role, as well as that of Senior Vice President. Mongello is based at WQIS Headquarters in New York City located at 60 Broad Street.



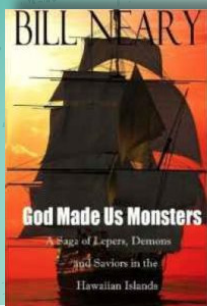
Fidelis Group Holdings, LLC (FGH), with its subsidiary Continental Underwriters, Ltd., announced on August 8, 2016 the hiring of **John Kirchhofer '96** as Vice President of its Marine Division.

In this position, **Mr. Kirchhofer** will be responsible for expanding the group's Brown Water Hull and Primary Marine Liability geographical footprint, which will complement FGH's growing national Inland Marine and Ocean Cargo product lines. Mr. Kirchhofer will be based in the group's New York City office located at 100 William Street.



In April 2016, Ironshore's specialist marine reinsurance division Marine Re has appointed **David Callaghan '93** as President.

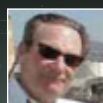
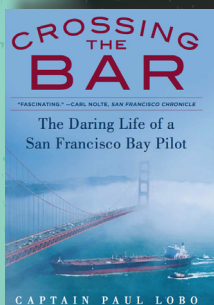
Mr. Callaghan moves from being VP and Senior Treaty Underwriter at Marine Re — positions he has held since Ironshore's acquisition of the company in 2009. Mr. Callaghan will be responsible for overseeing Ironshore's global Marine Treaty portfolio and elevating awareness of Ironshore underwriting capabilities to new marine markets. He is based in Charlotte, NC.



God Made Us Monsters by **Bill Neary '84**.

God Made Us Monsters, the debut Novel by **Bill Neary '84**, is a tale of the South Seas written in the tradition of James Michener, Jack London and James Clavel.

God Made Us Monsters is historical fiction, a tale of how an unspeakable hell, where monstrous violence, horror and hopeless desperation was converted into an idyllic paradise by the love and determination of a simple priest. *Available on Amazon.*



Crossing The Bar, The Daring Life of a San Francisco Bay Pilot by **Capt. Paul Lobo '69**.

Reading *Crossing the Bar* is like being on the rolling bridge with Lobo. Here are tragic deaths and lives saved, inspiring rescues, devastating storms, and the infamous and horrendous oil spill after the *Cosco Busan* rammed the Oakland Bay Bridge - which resulted in the first imprisonment of a maritime pilot for making an error. For Schuyler alumni, you'll appreciate the many mentions of the Fort. *Available on Amazon.*

ALUMNI NEWS: BOARD MEMBER UPDATES

Congratulations to **Stacy & Matthew Devins '97** on the birth of **Thomas Edward** who made his debut on July 26, 2016 weighing in at 7 lbs 14 oz and 20.5 in tall. He is their first child. ▶

Matthew is the Manager for Strategic Sales at Carrier Corporation in New York City. He also serves as the Treasurer of the FSMAA and keeps every event on budget, every Board Member in line. Matthew, Stacy and Thomas make their home in Hoboken, NJ.

On behalf of the Board, we are so very happy for the Devins family, and we look forward to welcoming Future Cadet **Thomas Devins, Class of 2037**, to the Fort Schuyler family.



◀ On January 1, 2016, **Michael D'Aquila '96** was sworn into a three-year term as Councilman for the township of Berkeley Heights after winning a seat on the Berkeley Heights Town Council. The election was held this past November. The Town Council is made up of 6 elected councilman along with a Mayor.

Michael was also appointed the Interim Associate Vice President of Facilities and Construction Management at New Jersey City University.

He is seen here with his wife Cathy, and children Stephanie (his assistant!), Joseph and Vincent.

Mike is the Former Assistant Treasurer of the FSMAA.

John Bradley '83 (BE (Nuclear Engineering); MBA; Certified Energy Manager) is leaving his position as Associate Vice President for Sustainability, Energy & Technical Services at NYU to become the new President of the Medical Center Company (MCCo) beginning October 17, 2016. MCCo provides energy and utility services to member institutions in the University Circle area of Cleveland. John is a seasoned energy executive with a broad experience both in traditional utilities work and in alternatives and sustainability. ▶

John Bradley is Past President of the FSMAA serving 2010 - 2012, and has plans to start a new FSMAA chapter in Ohio upon his arrival.



DID YOU WRITE A BOOK? GET PROMOTED? SNAP A GREAT SHOT WHILE AT SEA? MOVE STATE OR COUNTRY?

Email the Editor with your news for an upcoming issue of the *Mariner*. Include MARINER as Subject line.

Bridget (Meenaghan) Bendo '96 • bridget@FSMAA.org • 646.678.0753

ALUMNI NEWS: NEW VOYAGES

THE FORT SCHUYLER MARINER

Official Magazine of the Fort Schuyler
Maritime Alumni Association, Inc.

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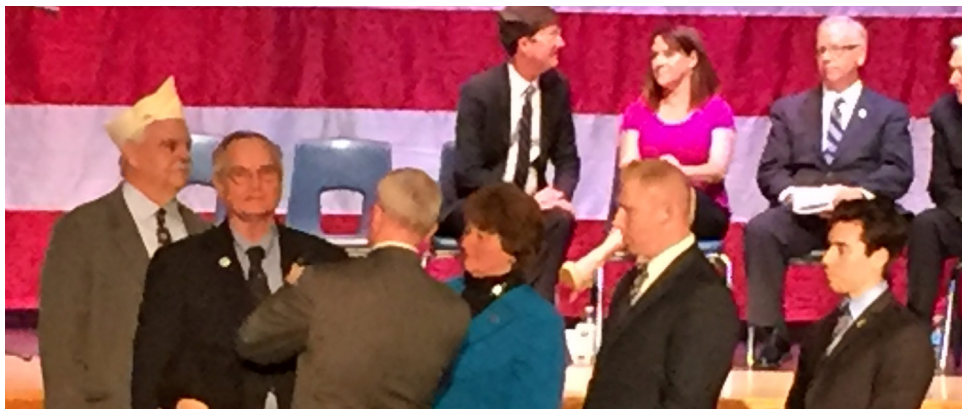
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Todd Hiller '93 is a J-22 World Champion as of August 25, 2016!



Todd Hiller '93 (center) is a J-22 World Champion as of August 25, 2016. Seen here with fellow teammates and champions Mike Marshall and Luke Lawrence celebrating in the spectacular setting of Kingston, Ontario. Over the 10-race series, only two races were sailed under 15 knots, and 9 knots was the lightest. Forty-one teams competed August 22nd-25th.



On October 20, 2015, Dennis Schroeder '65 proudly received the Connecticut Veterans Wartime Service Medal in Danbury, CT, for his Merchant Marine service during Vietnam. It's long overdue recognition for Dennis, and pride for the wartime sacrifices of the US Merchant Marine. Dennis explains some background, "I made numerous trips back and forth to Vietnam from 1967 through 1972 and had always personally felt that all US Merchant Mariners who spent time in Vietnam also deserved acknowledgement and recognition for their efforts and risk. We were entitled to a MARAD medal for our efforts, but this was an initiative by the Connecticut State Department of Veteran Affairs."



John McMurray '64, Michigan's Most Beloved Meteorologist, retires after nearly 50 years at the weather screen of ABC 12 (Flint, Michigan)

John (above on far left) was a wonderfully steady and reassuring presence to the residents of mid-Michigan and many places beyond for 47 years. He is the most respected and recognized meteorologist in Michigan. John's voice is recognized immediately, as John is loved dearly. That's all we'll write for now because we are counting on an interview with John in an upcoming *Mariner!*



Bret Montaruli '81 named New Chief Engineer of ABS, a leading provider of classification to the global marine and offshore industries.

In his new role which started February 15, 2016, Bret is responsible for overseeing the interpretation, application and compliance with the ABS Rules across all ABS Engineering offices worldwide.

"Bret has been a valuable member of the ABS team for several decades and is well-prepared for his new role of Vice President and Chief Engineer," says ABS COO Tony Nassif. "He brings to this position the experience and knowledge of more than 30 years' service along with the creativity and insight that will be indispensable in taking on the challenges of a rapidly changing industry." Bret has been with ABS since 1981 and holds his BS in Ocean Engineering from Fort Schuyler plus an MBA from the Mays Business School at Texas A&M.

JAY ALLEN

Class of Oct. 1946
March 15, 2015

BOB BROMBACKER

Class of 1957
June 4, 2016

WALLACE BUCK

Class of 1955
December 20, 2015

HARRY BUTCHER

Class of 1942
July 7, 2016

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Class of 1952
June 15, 2016

ROBERT FEY

Class of 1953
August 24, 2016

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Class of 1968
April 25, 2016

PHILIP E GIRARDET

Class of 1942
February 12, 2016

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Class of 1957
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Class of Oct. 1946
November 30, 2015

EDWIN CHARLES KAMINSKI

Class of 1939
March 23, 2016

JAMSHID PEZESHK

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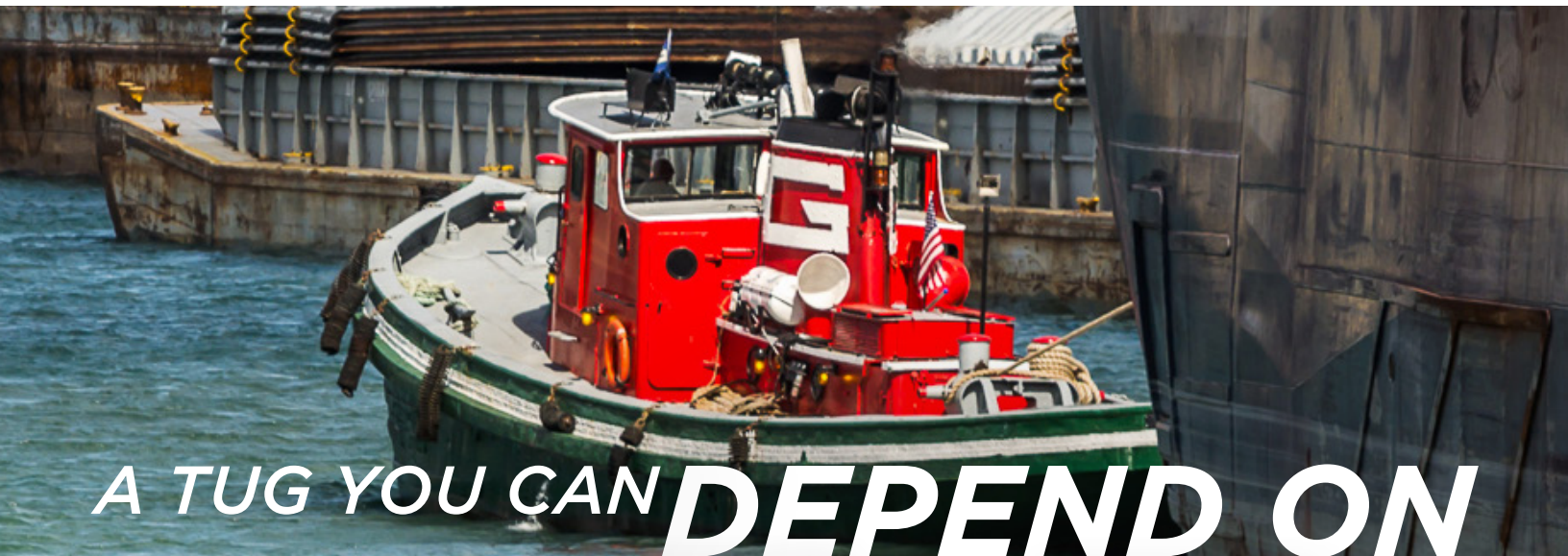


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