

MARINER

The ALUMNI MAGAZINE of MAINE MARITIME ACADEMY

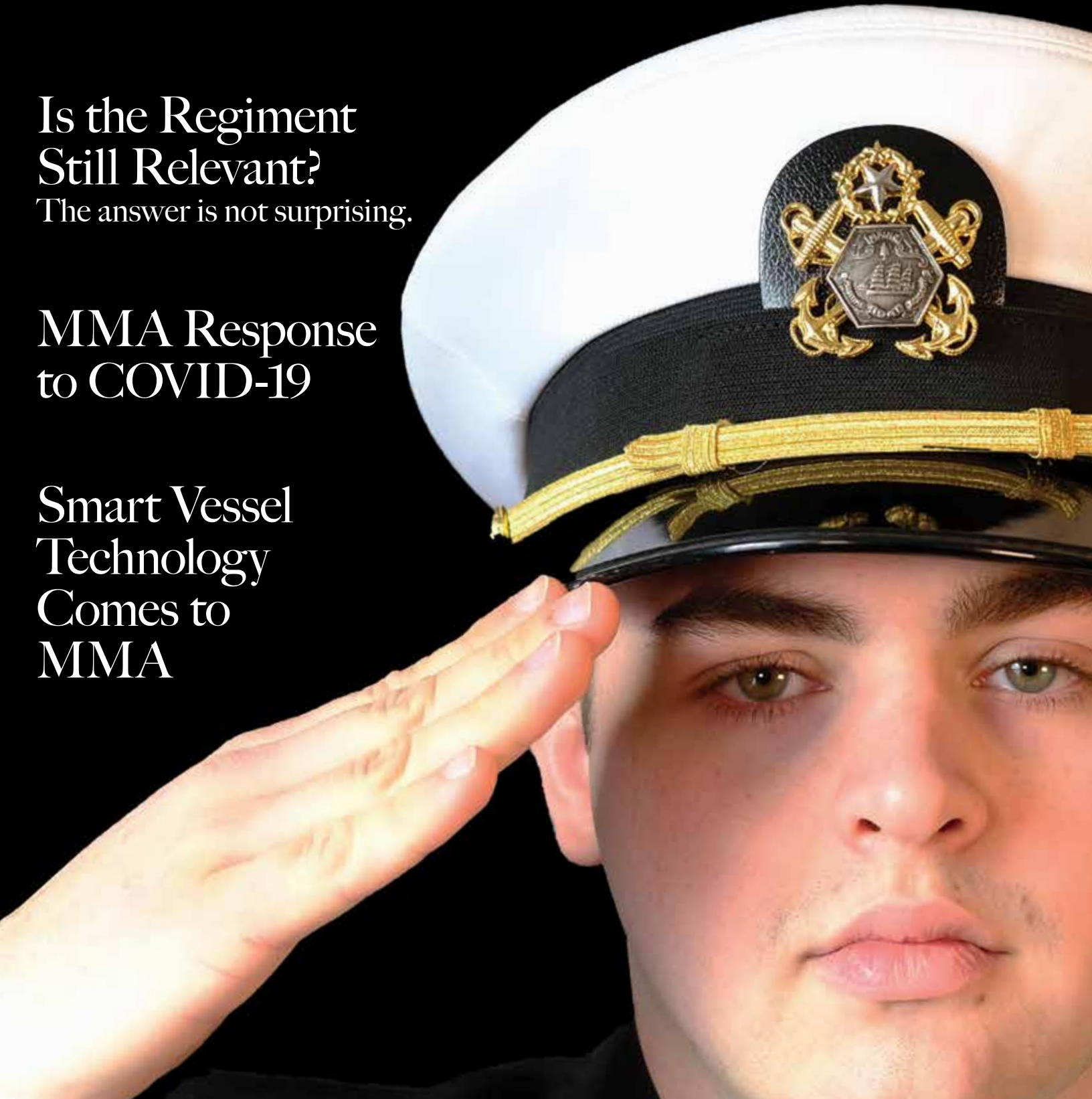
— ISSUE 1 · 2020 —

Is the Regiment Still Relevant?

The answer is not surprising.

MMA Response to COVID-19

Smart Vessel Technology Comes to MMA



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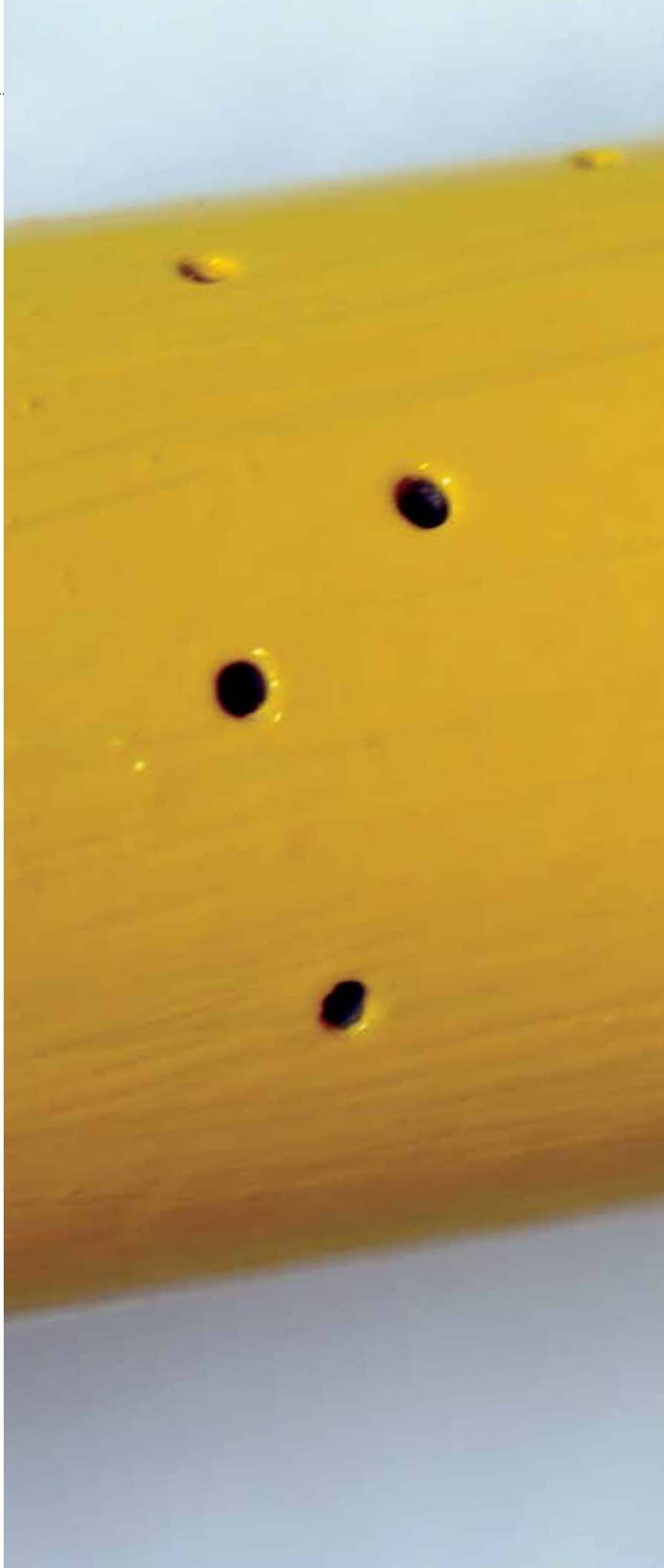
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Time & Tide

Bowdoin in Refuge Harbor

On the Cover: Midshipman Andrew J. Todd, Marine Transportation Operations major and Regimental Public Affairs Officer. Photograph by Billy R. Sims





Buy the Bucket

IF YOU OWN AN OCEAN-GOING BOAT, you've felt the sticker shock of purchasing marine paint. Multi-season antifouling paint easily costs \$200 to \$300-plus per gallon.

Dana Willis, Marine Operations Manager, who oversees the MMA waterfront, crew and a fleet of some 60 boats, admits he sometimes sees red when he tallies the invoices for the boats they maintain, which require more than 200 gallons annually. "Typically, we go through the most paint in the springtime, but it's ongoing," he says.

The example shown in this photo is a high-visibility yellow enamel being applied by a student to piping of a new Damage Control Simulator built in the bay shop of Payson Hall.

Many alumni dipped a brush as students and learned to cut in an edge on MMA vessels over the past 79 years.

Large vessels such as *Pentagoet* and *TS State of Maine* are contracted to major yards for significant paint jobs. The *State of Maine* was hauled in the Brooklyn Navy Yard in 2017-18 and required some 14,000 gallons of paint. The ship belongs to MARAD and, therefore, well-spent federal dollars covered the cost of the mammoth paint job. ■

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MMA PRESIDENT
Dr. William J. Brennan

Resourceful & Resilient

Meeting the challenges of the COVID-19 pandemic

I HAVE NEVER FELT so compelled to reach out to you as I do right now. The COVID-19 pandemic is affecting all corners of our world and I think of you continually, and hope for your safety and good health.

It's important to note that this issue of *Mariner* was going to press just as the impacts of the pandemic became real for MMA. All campus operations have been significantly altered, and you will read more about that below, and in the rest of this issue. Rather than halt production of the *Mariner*, however, we decided that communicating with our alumni during this difficult time is the best way to demonstrate that we are all together in this fight.

“We will stay ahead of this for the long haul.”

These are uncertain and distressing times, and none of us is exempt from the need to be vigilant, to take all precautions, and to look out for our loved ones. I take heart in the fact that Maine Maritime Academy has prepared us to be all of these things, and more.

I have seen remarkable flexibility and resourcefulness in our students, our faculty, and our staff since the very first conversations and planning began for contingencies.

Back in January, we could see the effects of COVID-19 in Asia. It seemed distant, but with an abundance of caution, and in consultation with faculty, students and parents, we canceled student travel to the Philippines for the Master Scuba Divers course in March. It seemed possible that geography would hinder the advance of what was, then, an epidemic. The scuba course was re-routed to Bonaire, and that trip and other Spring Break travels went smoothly.

But, everything changed in early March. When we came back to campus, we stood watch, monitoring CDC guidance, remaining on schedule to serve our students until it was no longer plausible to conduct in-person classes while also protecting the health of our community. As the numbers of cases in the U.S. increased and the epidemic grew into a pandemic, it was time to implement contingency plans. We began remote instruction on March 30.

Faculty have risen to the considerable challenge of adapting their course material for remote teaching. Some mentored others, and some learned new online tools in a hurry. Communication, consultation, and skill-sharing accelerated as the transition took place over about 10 days.

As of mid-April (*Mariner* press time), there are still many decisions to make and questions to answer. We have been in regular communication with the U.S. Coast Guard to complete an analysis of our license-track students' progress in accrual of sea time and training competencies. We have completed an internal analysis of courses requiring in-person training to be completed in the future. Class by class, and student by student, we are gathering the information needed to understand any gaps in learning created by the transition to remote instruction.

The situation is evolving, and we will stay ahead of this for the long haul. We have each other. We are a strong, resilient, intelligent community of exceptional people who care about one another. Please reach out to each other. Stay connected. And, if I can be of assistance to you, please let me know. ■

To Those on the Front Lines and All Mariners



“We are inspired by your courage, selflessness, and professionalism to care for those in need.”

WE ARE FACING truly unprecedented circumstances. The global coronavirus (COVID-19) pandemic is impacting our way of life and affecting our families, our communities and our professions.

First and foremost, our hearts go out to anyone who's been impacted by the virus, either directly or indirectly. I want to convey my genuine respect and appreciation for our Mariner alumni, their families and people around the world, who are on the front lines of providing healthcare, public service, facilities support, and keeping the supply lines open, at sea and ashore. We are truly inspired by your courage, selflessness and professionalism for working tirelessly to care for people in critical need.

The response of the MMA crisis management team, led by President Brennan, has been extraordinary; planning and coordinating details regarding student, faculty and staff safety, distance academic instruction, cruise and co-op issues, remote staffing assignments, campus operations,

recruiting efforts ... there are too many concerns to list. To them, on behalf of the MMA Alumni Association, thank you for your informative and timely communications about how MMA has been impacted, and the steps being taken to promote and maintain a safe and healthy environment for all.

Know that the Alumni Association recognizes the daunting task before you and is standing by to assist in any way possible.

It was to be an exciting spring of alumni events, activities and training ship receptions. However, many have been cancelled or postponed. Our Alumni staff will monitor the situation, adjust plans accordingly, and update Mariners via email and our social media channels.

Time and again, alumni demonstrate that Mariners look out for one another. Right now, I encourage you to reach out to your classmates, friends and co-workers. Contacting others may help both parties deal with the daily strains caused by COVID-19, and strengthen the bond between you, the people you care about, and the MMA community. Letting people know you are thinking of them via email, phone call or social media can go a long way.

If you learn of MMA alumni involved in local or national efforts in dealing with this pandemic, please let us know. Email stories or photos to alumni@mma.edu.

Best regards,

Joe Cote '82

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Campus Currents



CAMPUS SAFETY

MMA Response to COVID-19

Following guidance from Federal and State public health authorities, MMA leadership, faculty, and staff have worked with extraordinary speed and collaboration to meet student needs.

Plans evolve to ensure health and safety and sustain educational mission.

MAINE MARITIME ACADEMY suspended in-person classes on campus as of March 18 due to the advance of COVID-19 in the U.S. Instructors transitioned to remote (online) instruction as of March 30 for all students.

“This has been a difficult decision, one that none of us could have imagined,” says MMA President William J. Brennan. “We are concerned for our community and loved ones and taking this action in order to preserve the health and welfare of our community.”

While some types of instruction cannot be offered online, such as certain lab work or requirements for U.S. Coast Guard licensing, plans are being developed for alternative

instruction or to accommodate student return to campus to complete the work when time and safety allow.

As strongly urged by Maine Governor Janet Mills, who declared a civil state of emergency March 15, and in concurrence with MMA leadership, as many non-essential MMA staff and employees as possible were asked to temporarily work from home.

As for Commencement, “We are committed to doing all that we can to make it possible for students to complete their requirements and graduate,” says Brennan. “We will continue to update students on their options based on the requirements of each academic major.”

MMA is investigating a suitable alternative way to conduct a Commencement ceremony, but the majority of students who have completed all requirements will have their diplomas in hand by early June.

“We are a family and we will work through this together.”

Planning for summer activities, such as the annual training cruises and cadet shipping, will evolve as circumstances warrant. MMA works with many partners in industry, the Maritime Administration (MARAD), U.S. Coast Guard, businesses and nonprofit organizations, and consultations will take into account conditions later this spring.

Academy officials will make decisions regarding 2020 cadet shipping and summer co-ops based on guidance and information provided by the U.S. Centers for Disease Control and Prevention (CDC), shipping companies, and MARAD. Students will work closely with Career Services and follow the latest policy regarding these work experiences.

“As rapid decisions are made nationally, statewide, regionally and locally,” says Brennan, “I want to assure you that we remain committed and focused on health, safety, and our educational mission.” ■

To learn the latest information and updates, go to mainemaritime.edu.

REGIMENT

Leadership Conference on Mentorship



More than a dozen midshipmen and command officers represented MMA.

THE 2020 NAVAL ACADEMY Leadership Conference was held January 20-23 at the U.S. Naval Academy in Annapolis and was attended by the largest group yet from MMA, including Commandant of Midshipmen, Capt. John Cashman.

The group included a dozen midshipmen that comprise much of the new wedge (regiment leaders) along with advisor and Company Officer, Lt. Trevor Snow.

MMA has attended this annual conference for many years, and the theme of this year's event was Invest in Your People: The Power of Mentorship.

“The theme was particularly appropriate and timely,” says Snow, “since a primary responsibility of our 2/C midshipmen who will be sailing on the next cruise is training and mentorship of 4/C midshipmen.”

The conference featured a mix of speakers, panels, and breakout sessions. The breakout sessions, each of which was moderated by a

Naval Academy cadet, followed speakers and panels and allowed small groups to meet and discuss the material that had been presented.

MMA midshipmen were able to socialize and network with other conference participants at meal times and a more informal social event on the last night of the conference.

One panel discussed “Mentors on the Battlefield” and included three Medal of Honor recipients.

“There was tremendous value for midshipmen to hear from others in leadership positions a lot of the same messaging that we work on in the Regiment” says Snow. “Having a General, Admiral, Medal of Honor recipient, or head of a major corporation express and highlight the basic tenets of leadership like taking care of your people, the power of listening as a leadership tool, or the need to simply be involved with your people, validates what we all teach at MMA.” ■



ATHLETICS

STAR ATHLETE JOINS PROS

ERYN DOIRON, a four-year member of the MMA women's soccer and basketball teams, has accepted a position to play for Hershey FC, a semi-pro team in Harrisburg, Pennsylvania.

Doiron, a Power Engineering Technology major, helped guide the women's soccer program to their first-ever North Atlantic Conference (NAC) Championship and NCAA Tournament appearance. She was named 2019 NAC Women's Soccer Player of the Year, and appointed to the First Team All-Conference. The accolades did not stop there; in December, Doiron was named to the 2019 United Soccer Coaches NCAA Division III Women's Scholar All-East Region Third Team.

On the soccer pitch, the midfielder led the Mariners and the entire conference with 21 goals this season, including 11 in conference play. She also dished out three assists to lead the Mariners and the league with 45 points. Her 1.17 goals per game average ranked her 13th in the nation among Division III players.

The Wilton, Maine native left her mark on the Maine Maritime women's soccer record books becoming the all-time leading goal scorer with 52 career goals, while also setting single-season records for goals (21) and points (45) this season. She is the program's all-time leader in penalty kick goals (4).

During the 2019 soccer season, Doiron collected a pair of NAC Player-of-the-Week



honors, and the entire women's soccer program set new single-season records in wins (13) and shutouts (11).

Three days after wrapping up the women's soccer season in the NCAA First Round against Amherst, Doiron was on the court for the Mariners women's basketball team. Appearing in all 21 games since joining the team, the guard has helped lead the Mariners to their twenty-third NAC tournament appearance and one of the most successful regular seasons in program history as the Mariners recorded their fifth 20-win season in the program's 24 seasons. ■

—By MARINERS ATHLETICS

TAKE THE QUIZ

FIRE TRAINING



Director of Fire Training, Myles M. Block '06 provided the following questions used in his U.S. Coast Guard-approved Undergraduate Basic & Advanced Fire Fighting course. The course teaches fundamentals of fire fighting aboard vessels and also the types and inspection of passive and active fire alarm and suppression systems as well as many other topics.

1. A bulkhead which is designed to prevent the passage of flame for at least one hour is rated as a _____.

- a) Class A
- b) Class B
- c) Class C
- d) Class D

2. Fixed-temperature heat detectors are activated by expansion of heated material, changes in resistance of heated material, and:

- a) refraction/diffusion of light.
- b) ionization of radioactive material.
- c) melting of heated material.
- d) initiation of water flow.

3. The process which a solid goes through in order to burn is known as _____?

- a) vaporization
- b) pyrolysis
- c) gasification
- d) evaporation

Answers: 1.) A ; 2.) C ; 3.) B



WATERFRONT

Bowdoin Sails into the Future

Funding assures maintenance and voyages.

THE HISTORY OF the 99-year-old Arctic schooner *Bowdoin* is legendary, and a new funding program assures that its use for training, education, and science will continue for many years to come.

The 88-foot wooden vessel was designed by William H. Hand, Jr., built in 1921 by Hodgdon Brothers Shipyard and commissioned by one of Maine's most famous sailors, RADM Donald B. MacMillan. The vessel came to MMA in 1988 and underwent a two-phase rebuild that ensures service for at least another 25 years. But what then?

Last fall, at the behest of the MMA President William Brennan, a committee was convened to develop a plan for *Bowdoin's* ongoing maintenance and future restoration needs. The committee included Capt. Andy Chase '79, Capt. William McLean '12, Dana Willis, Prof. Mark Shaughnessy, Capt. Eric Jergenson, Prof. Kirk Langford, Capt. Rick Miller, Zander Parker, Capt. Nathan Gandy, Yacht Donation Program Manager, Joe Lobley, and VP of Advancement, Chris Haley.

"Based on the cost of the most recent

restoration and projected costs, the committee calculated the investment yields of *Bowdoin's* present endowment of more than \$600,000 over time, and an annual fund goal of \$30,000," says Chase. "Much of those funds will be raised directly by events and efforts that have proven successful in the past (\$1.5 million was donated for the recent rebuild). The annual fund will be supplemented and perhaps surpassed by funds derived from the MMA yacht donation program, which recently received a vessel with a net charter value over three years of more than \$700,000.

"With the rebuild, *Bowdoin* is stronger than ever," says Chase. "We plan to take her back to the Arctic in 2021. She'll be closing the loop and continuing a 100-year record of environmental and cultural changes in the Arctic begun by MacMillan.

For Chase, who skippered a training cruise with the schooner to Greenland for MMA in 1991, "we can sleep soundly knowing not only that we restored *Bowdoin* once but will be able to do so again when needed, ensuring her longevity well past our lifetime." ■



Spiles being hammered into frames and plank replacement during the hull restoration in 2018.

Read about early exploits of "*Bowdoin* in Refuge Harbor," pg. 42.

New CPMD Director

Alan J. Chace heading new Center for Professional Mariner Development



MMA'S CENTER FOR PROFESSIONAL MARINER DEVELOPMENT (CPMD) training facility in Bucksport has a new director, Alan Chace. The CPMD provides specialized courses for professional mariners, academy-enrolled students, and workforce development.

Chace brings 27 years of academic and naval

experience to the position of CPMD director. A retired United States Naval Commander, he spent 19 years abroad and at sea as an Information Operations Officer and a Foreign Area Officer. His postings included the U.S. Embassy in Tokyo, NATO in London, and U.S. Naval Forces in Seoul, Korea.

For the last seven years, he has been involved in higher education as a military professor, professional development coordinator, and a project manager, most recently at Cape Cod Community College in Barnstable, Massachusetts.

"The new Center for Professional Mariner Development supports our mission by providing critical training for our alumni and other professionals while also directly benefiting our undergraduate students by helping to offset tuition costs," says MMA President William J. Brennan. "Maine Maritime Academy is fortunate to have Alan leading the development of this important new venture."

"I am excited to start up the new center, and to be making local connections," says Chace. "We began running classes at the new facility in February, and have additional courses planned which we will roll out in line with guidance related to the COVID-19 situation."

Chace earned a Bachelor of Arts degree in Spanish and Japanese from Villanova University in Villanova, Pennsylvania and his Master of Arts degree in International Relations from Salve Regina University in Newport, Rhode Island.

The new training center includes an existing 20,000-square-foot administration and instruction building, which houses classrooms, offices, training and simulator spaces, and conference rooms. Following renovations, MMA occupied the property in early February. A state-of-the-art, multi-purpose firefighting training facility will be built on the property in the near future. Courses requiring the use of a pool will continue to be held at the Castine campus. ■

KLONDIKE DERBY A SUCCESS (EVEN WITHOUT SNOW)



THIS YEAR MARKED the 50th anniversary of the Klondike Derby event on MMA's campus. MMA Sea Scout Ship 1941 hosted more than 200 BSA participants from across New England on February 1.

The highlight of the event was a competition between groups who ran with home-built sleds full of gear through Witherle Woods (despite the lack of snow) as they completed challenges at various skill stations.

"Not everything went exactly according to plan, but we managed to smooth the bugs out so that our participants wouldn't feel the effects too drastically," says Midshipman Third Class John R. Hall, Bosun's Mate of the Ship 1941 Sea Scout program.

Ship 1941, founded just two years ago, is small in numbers (7) but has had a big impact, providing community service and fostering volunteerism.

Sea Scout units—called Ships—are established across the country adjacent to oceans, bays, rivers, and lakes. For more than 100 years, the mission of Sea Scouts, a program of Boy Scouts of America, has been to improve member boating skills through instruction and practice in water safety, as well as to encourage outdoor, social, service experiences and knowledge of American maritime heritage. Sea Scouts is the official youth program of the U.S. Coast Guard Auxiliary.

Hall says the group's hopes are to expand its membership and host future events on the *TS State of Maine*. "This year's accomplishments— which included the Klondike, blood drives, and more— were a huge step in the right direction." ■

OPENING DOORS CHANGING LIVES

The Scholarship Campaign for Maine Maritime Academy



Joshua Koellmer '22

A student leader, Koellmer strives for every opportunity to succeed at MMA and beyond.

WHY DID YOU CHOOSE MARINE ENGINEERING TECHNOLOGY (MET) AS YOUR MAJOR?

When searching for a major, it was important to me to find something that I could apply in more ways than one, and the B.S. degree in Mariner Engineering Technology presents many career paths to take upon graduation.

Aside from the shipping industry, MET allows me to take my skills shoreside when I want to settle down. But first, I intend to obtain my third assistant engineering license and pursue a career in shipping.

YOU'RE ON THE FOOTBALL TEAM. WHAT DO YOU ENJOY MOST ABOUT PLAYING FOR THE MARINERS?

I've always had a love for the game, and to be able to continue playing for another four years is very special to me. I enjoy having a group of people to grow with during my experience at MMA. Playing has also taught me skills in leadership and teamwork that I highly value.

WHAT MOTIVATED YOU TO BECOME A STRYKER IN THE REGIMENT OF MIDSHIPMEN?

When I became a sophomore, I chose to be a stryker to help the freshmen coming in to MMA learn and grow, as school is a challenging environment to succeed in with no guidance. I enjoyed getting to know the freshman football players and help them balance football and the regiment during my time as a stryker.

Joshua Koellmer represents many deserving MMA students who appreciate the opportunities MMA offers.

THIS IS THE THIRD IN A SERIES OF PROFILES OF SCHOLARSHIP RECIPIENTS AND CAMPAIGN DONORS AND VOLUNTEERS INVOLVED IN THE GOAL OF RAISING \$20 MILLION FOR AN ENDOWED SCHOLARSHIP PROGRAM. CURRENTLY, \$19.3 MILLION HAS BEEN RAISED.

WHAT ABOUT MMA DO YOU VALUE MOST?

I value the opportunities and connections gained in my four years here and those to come after graduation. I believe the extensive network of MMA graduates will be a great benefit, not only to me but my peers as well, as we look to succeed in our jobs and life.

HOW ARE YOU MANAGING THE COST OF ATTENDING MMA?

Since I am from New Hampshire, I qualify for the regional discount, which is helpful financially. I have also taken out loans, applied for scholarships, and worked for the Athletics Department as a part of my work-study.

WHAT DOES RECEIVING THE BULGER FAMILY SCHOLARSHIP MEAN TO YOU?

It is an honor to receive the scholarship because it helps lift the financial burden of school for my family and me. As a student, paying for school is difficult, and every bit of support I get is beneficial in the long run.

WHAT WOULD YOU SAY TO ENCOURAGE OTHERS TO CONSIDER DONATING TO CREATE SCHOLARSHIPS FOR MMA?

I believe scholarships bestow many benefits to students during college, and beyond, I think there is no better way to support Maine Maritime Academy. Scholarships are much appreciated as they can help a student afford college when he or she otherwise may not be able to attend. Scholarships also significantly impact families in their efforts to educate their children.

WHAT PERSONAL VALUES DO YOU HOLD AS MOST IMPORTANT?

I have always held honesty and hard work as fundamental personal values. I like to think of myself as someone who will always give 100 percent, and I believe it shows to those around me who I am as a person. I also think while it may be difficult, it is always essential to be honest in all situations. ■



Capt. Winfred "Sam" Bulger USNR '59

What brought you to MMA?

I was born in Rumford, Maine and grew up in South Portland. My mother was a school teacher, and my father worked at a shipyard building Liberty Ships for World War II. I came to MMA because of my interest in ships and desire to receive a Navy commission.

After graduating as a deck officer, you became a Naval Aviator. You've seen a lot of the world.

When I left active duty, I flew as a pilot for United Airlines for 31 years until 1998—DC-8s, DC-10s, B-747s. I became an instructor pilot and check pilot. During much of that time, I also flew in the Navy Reserve and retired as a captain.

From 1995-2004, I flew a DC-10 as a volunteer pilot for Project Orbis. The plane served as an eye hospital, and we took it to developing nations across the globe, where they taught local doctors and nurses eye surgical procedures.

Post-retirement, I did simulator flight training and FAA checks.

I had a fulfilling career, in no small part due to the support of my wife Jean and our three children. I live in Colorado, where I've enjoyed world-class skiing and mountain climbing.

What inspired you to create the Sam Bulger Family Scholarship Fund?

While working with the MMA Development Office on our class 50th Anniversary gift (the steps in front of Leavitt Hall) I became interested in creating a scholarship and started one 11 years ago. It's absolutely the best way to give back to the school because it's so expensive compared to our days.

Ask me why, and I'll tell you that it makes me feel good. ■

How You Can Help

Please contact Christopher Haley, V.P. for Institutional Advancement to learn more or create a scholarship: 207-326-2232; christopher.haley@mma.edu. See more about how scholarships open doors at openingdoors.mainemaritime.edu.

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Is the Regiment Still Relevant?

The answer is not surprising.

by Stephen Rappaport



Formations of midshipmen
cross the field house floor
to exchange positions
symbolically in the 2020
Regimental Change of
Command, February, 2020
Photo: Billy R. Sims

When Maine Maritime Academy admitted its first class in October 1941,

there was no question of what role the Regiment would play in the development and training of new Merchant Marine officers. Most of the world was at war, and while they did not know it, the United States would be, too, within a matter of weeks.

MMA's first class of midshipmen, the "solid 28," graduated in May of 1943 after a truncated course of studies. The graduates were commissioned as officers in the Merchant Marine and U.S. Naval Reserve and many immediately entered active duty or served aboard merchant vessels in support of the ongoing war effort. These graduates were often required to follow military discipline and command structure while serving in wartime conditions.

The hazards they faced were legendary: merchant mariners died at a rate of 1 in 26, which equated to the highest casualty rate of any military service.

Governance of the state maritime academies was the province of the U. S. Maritime Commission, a predecessor of the current U.S. Maritime Administration. Federal regulations required all state maritime academies to operate and train in a military structure to prepare graduates for their impending service. Faculty were required to have seagoing experience and, like the students, wore Navy-style uniforms. In addition to wearing service uniforms, students were indoctrinated into military command structures, lived within a strict code of conduct, and endured discipline through a demerit-based system, all to prepare them for service within or alongside the U.S. Navy.

By the Code

While much has changed at MMA and throughout the world, Federal rules still require state maritime academies to employ a "regimental program that utilizes a demerit-based disciplinary system" for those students striving to earn their unlimited deck or engineering officer license from the U.S. Coast Guard.

But, does the regimental program and demerit-based system best serve the educational purpose of training 21st century maritime professionals?

"The Regiment provides two fundamental

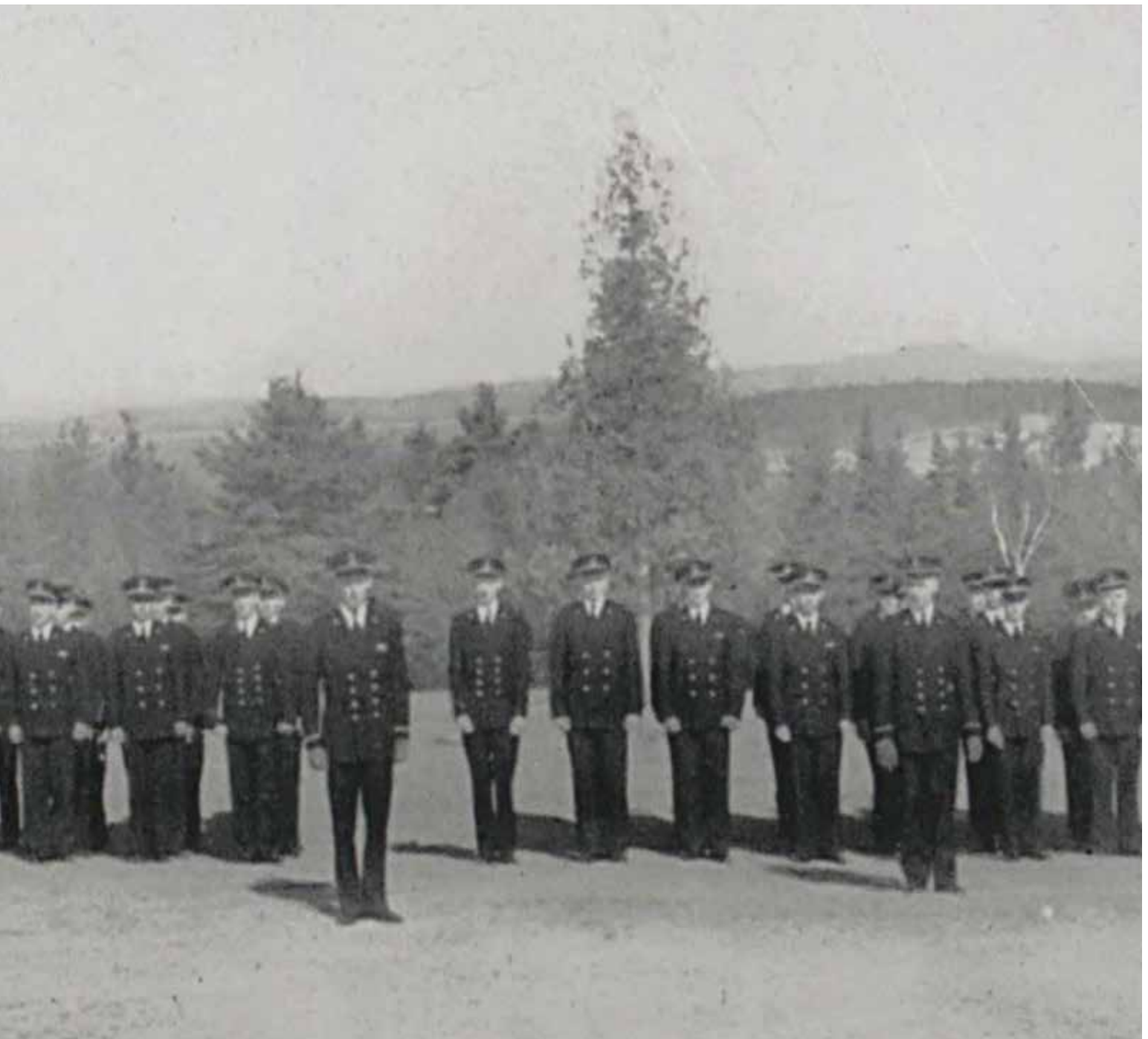


"Does the regimental program and demerit-based system best serve the educational purpose of training 21st century maritime officers?"

experiences for students," says Captain John Cashman, Commandant of Midshipmen.

"First, it provides a structure for them to develop the self-determination, habits, and integrity to be successful.

"Second, it serves as a leadership laboratory where, day to day, they are challenged to meet standards, to help their peers attain those standards, and to hold themselves and their peers accountable.



“I also remind students of the importance of team building, to be a part of a group that you trust and rely upon, and where others can rely upon you.

“You can’t do it alone, and you’re better for it because of the strong team that you have.”

Urgency of Leadership

Lieutenant Kyle Willette, Class Officer, says, “The best thing the Regiment offers is how to be a leader in all aspects and, in particular, in a crisis or dangerous job situation.”

A recent study by the International Maritime Organization, notes Willette, concluded “failure to lead” was the significant cause of many catastrophic events in the maritime industry

and emphasized the need for “quality leadership training” of the kind provided by the regimental system.

While industry experts agree, do current midshipmen understand the need?

Go for the Goal

What starts as an amorphous group of young people from disparate backgrounds becomes, after four years, “one unit in which everyone works together, and everyone shoots for the same goal,” says Midshipman 1st Class Dylan Gooch, a Marine Engineering Technology major.

The most notable impact comes when members of the Regiment embark on their summer

Above: B Company in formation for the 1941 MMA yearbook. The Second Class would soon man merchant and Naval ships that sustained victory in World War II. Rigorous discipline was demanded to foster leadership and preserve lives, a requirement for today’s mariners, as well.

cruises aboard the *TS State of Maine* during their freshman and junior years and onboard commercial vessels sailing around the world during their sophomore year.

But professional leadership lessons begin before the first cruise when MUGs (Midshipmen Under Guidance) learn the most fundamental teamwork and leadership skills through experiences such as the Monomoy rowing program. (See “Rowing With Heart,” *Mariner*, 2018 - Issue 3).

“Rowing a boat at sea together, as we all know, takes a great amount of coordination,” says Commander Lonnie Christian, Deputy Commandant. “With four pairs of oarsmen rowing side by side and a coxswain leading the boat, steering and giving commands, there is a huge learning opportunity. It’s a great way to experience becoming part of a team and working hard for a particular goal.”

MUG training is just the beginning of progressive leadership opportunities the Regiment provides students as they advance through the ranks from 4th to 1st Class midshipmen.

“Even commanding and moving platoon-level units of MUGs around the campus allows the upperclassmen to develop leadership skills,” says Christian.

From early professional development classes, 4th Class midshipmen learn the basics of leadership through assigned readings and classroom discussions, occasionally led by outside professionals and alumni. The classwork focuses on the Regimental core values of honor, loyalty and the devotion to duty in addition to general leadership principles such as looking out for your crew and paying attention to details. These values and leadership principles are introduced from day one as they are all written in each midshipman’s personal copy of the *Maine Brace* knowledge guide.

All in Khakis

Fourth Class Midshipman Sara Sofia Stentardo came to Castine from her native Italy, after two years as an exchange student at Dover-Foxcroft Academy, to enroll in MMA’s strenuous five-year Marine Systems Engineering program. Before coming to Maine Maritime, her interests were the arts—she was a ballet dancer—and mathematics.

“Once I got here, it was a shock,” says Stentardo. “There was the screaming by upper-class Strykers (Midshipmen Training Officers) who introduced students to MMA during the 10-day RPT (Regimental Preparatory Training) period before classes began.”

Why the bother of squaring corners instead of following a straight path? Sitting up straight at meals and not gazing around the dining hall? Wearing khaki uniforms all the time?

Now, she says she understands all those things helped transform a group of strangers into a cohesive unit. At the end of RPT, Stentardo was appointed as a MUG Company Commander, and suddenly, “it was just me making sure my company was there, taking responsibility that my company knew what to do.”

Shipboard Life

Next, midshipmen learn via the training cruises how to live in close quarters and function aboard a ship with others, including the professional crew. “They learn, for example, how to conduct themselves in a foreign port on liberty and re-board the ship ready to go at a moment’s notice,” says Christian.

Starting their sophomore year, midshipmen have gained experience and confidence, says Chief Warrant Officer Anne Kowalski, Regimental Program Officer. “They’ve proven to themselves they can do things they had no idea they could do.”

Cadet shipping, between the midshipman’s

“

Why the bother of squaring corners instead of following a straight path? Sitting up straight at meals? Wearing khaki uniforms all the time?

”



Regimental Command, 2020: Program Officer Anne Kowalski, Commandant John Cashman, Deputy Commandant Lonnie Christian, Class Officers Trevor Snow and Kyle Willette.



second and third years, delivers further opportunities to participate in “real world” situations onboard vessels, seeing and putting leadership into action.

That is all preparation, says Lieutenant Trevor Snow, Class Officer, for the summer cruise at the end of junior year when each rising 1st Class midshipman is responsible for supervising a group of 4th class students during their first cruise. Here, they exercise a higher level of leadership skills developed as they rose through the Regiment.

Sum Total

Professional mariners often face the need to make critical decisions in situations where regulations are plentiful but oversight rare, at least until those decisions come into question. MMA, like all state maritime academies, faces the task of training mostly young, immature students, through a relatively short period, to operate under those circumstances and draw on their resources to do the right thing and be able to rely on other mariners to do the same.

Accountability, like leadership, can be learned, according to Cashman. “The Regiment helps build such self-determination within the student because there is structure with consequences if you don’t follow it.”

Mariners work in a “high-risk, high-reward industry,” says Christian. “It’s dangerous at sea; you have to follow procedures, you have to follow certain standards. You must be self-disciplined to operate safely.”

The Regiment “provides experiences which produce graduates who are more oriented towards leadership, accountability, and loyalty, as opposed to those without the benefit of a regimental-type program,” says Christian.

The Regiment “is about gaining confidence that you can make the right decision, if

Many aspects of Regimental life are the same as always: regular formations in uniform, and the proverbial MUG shot — smiles or frowns and hand gestures (“shaka,” used to express approval and solidarity) shown below.

necessary, quickly and under duress in a stressful environment,” says Willette.

“The Regiment prepares graduates for an enriching but very challenging career, whether at sea or elsewhere in the maritime industry with emphasis on the necessity of teamwork,” says Cashman. “I remind students that no matter how good or skilled they are, they can’t stand the watch 24/7; they have to rely upon their shipmates.”

Something Greater

MMA alumni are bound to one another. “They are part of a unique, collective experience,” says Cashman. Whether they think fondly of it or not, he hopes the majority feel they went through a “challenging, tough experience, bettered themselves, and gained confidence in their abilities.”

Those lessons have taken hold among members of today’s Regiment, though, of course, says Cashman, some students take them to heart more than others.

For Midshipman Dylan Gooch, “The Regiment has taught me the skills of teamwork, people management, and how to reach common goals.”

For Midshipman Dylan Shea, “The Regiment has been critical in helping me develop the organizational skills I will need as an engineering officer.”

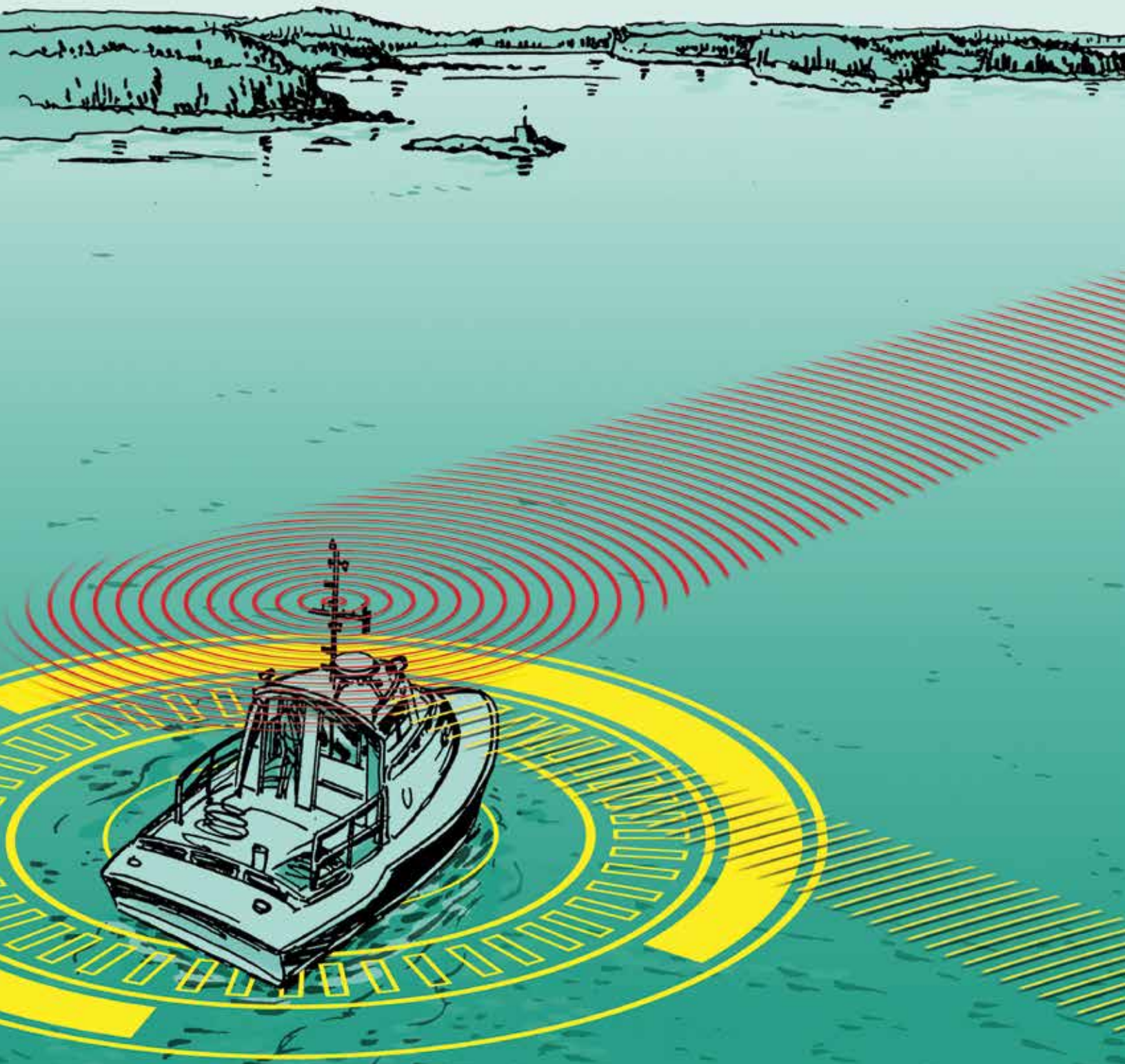
For Midshipman Sara Stentardo, only a few months into her study, the Regiment has imbued her with the pride of being part of a unit.

As Maine Maritime Academy approaches its 80th year training professional mariners, is the Regiment truly still relevant?

Unsurprisingly, the members of the professional command staff believe with a passion that it is.

More important, though, for these midshipmen in all ranks of the Regiment, from top to bottom, the answer is also a resounding, “Yes!” ■





As part of an advanced vessel control educational project, an MMA vessel will be equipped with controls and sensors that allow it to be autonomously or remotely driven from shore, with collision avoidance capabilities.

Illustration by Ted Slampyak



Smart Vessel Technology Comes to MMA

Collaborative project provides hands-on learning experiences
for the latest vessel technology.

by Billy R. Sims

With a wrench in hand, Mary Shea climbed into the bilge of a boat in Portland, Maine harbor that gave little hint that it is a harbinger of the future.

Shea, a fifth-year marine systems engineering major, worked as an intern last summer for Boston-based Sea Machines Robotics, a leading developer of autonomous command and advanced perception systems for workboats and other commercial surface vessels.

The boat was a 30-foot Kvichak Marco skimmer boat, an

aluminum hull workboat for oil spill clean-up. Shea helped install a rudder control, ignition harness, and other systems that converted the vessel into the world's first autonomous spill response vessel, demonstrated in August before the U.S. Maritime Administration (MARAD), naval, environmental, and industry representatives.

During the demonstration, the boat, commissioned for the Marine Spill Response Corporation with support by MARAD, was alternatively commanded from shoreside by a Sea Machines operator and a second vessel in the harbor to perform autonomous waypoint and gridline tracking, as well as remote-controlled deployment of an onboard boom, skimmer belt and



other response equipment.

While the vessel operated autonomously in the harbor, Sea Machines' Lauren Lamm, vessel test lead, explained that an operator using the company's autonomous-command and remote-helm control system, called SM300, can command and control the skimmer from anywhere in the world that has a network connection.

The operator can plan ECDIS-based paths, track waypoint following and record voyage data. Real-time situational awareness is provided and a human operator can adjust or override vessel controls at any time. She also said two vessels can autonomously collaborate with exact matched speeds and courses, creating a force-multiplier effect over large surface areas – such as large spill zones.

At one point, Deputy MARAD Administrator Richard Balzano '89 donned a portable Sea Machines remote-helm control beltpack around his waist and took a turn commanding the boat from the shoreline.

"We are here because we want to help the maritime industry evolve," he said. "This technology is here, and it will make you a believer."

After her summer experience with Sea Machines, Mary Shea is certainly a believer. "This is a great example of a job that can now be done safer with

Above: Marine Transportation Assistant Professor Capt. Jennifer Norwood initiated a joint project to introduce advanced vessel operations technology to MMA students.

Right: Marine Systems Engineering major Mary Shea's internship with an autonomous technology company has inspired her future career path.

fewer people onboard in a potentially dangerous environment."

MMA PROJECT

Shea's experience was made possible after Marine Transportation Assistant Professor Capt. Jennifer Norwood led a trip to Sea Machines for MMA's Women on the Water student club. She helped parlay a collaborative agreement between MMA and Sea Machines, funded by MARAD and the Boston Marine Society, into a project that will introduce autonomous vessel operations to the MMA classroom, fleet, and labs.

"We call it smart vessel technology," says Norwood. "Providing our students the opportunity to gain and learn from the technology is in line with MMA's mission to provide the best marine-related education of any small college."

To accomplish this, MMA is anticipated to install an SM300 system aboard the 41-foot utility *RV Quickwater* when one of its two engines is replaced this spring. The new engine and the boat's operational equipment will be rigged with controls and sensors that allow it to be autonomously or remotely driven, with collision avoidance capabilities in place.

A shoreside control center (SCC) will be created

in the BIW building on the MMA campus to serve as a control station for *Quickwater*, and emissions and performance will be monitored by a setup in the school's Medium Speed Engine Lab (MSEL) in Andrews Hall on MMA's waterfront. For shoreside operators, Sea Machines will stream live data feeds from cameras, sensors and other equipment into the SCC for real-time situational awareness into vessel operations on the water.

TECHNOLOGY TRACKS

Norwood acknowledges the buzz and controversy surrounding autonomous vessel development, which also has been affected by land vehicle issues in the news. "The leap of thought to the idea that major ocean-going vessels will soon be unmanned and therefore reduce the maritime workforce is unrealistic," says Norwood.

Smart vessel technology will have the most significant initial impact on the small, near coastal and inland vessels, such as tugboats, ferries, and workboats on which the majority of MMA's Vessel Operations and Technology graduates work.

“
The project
will be the
basis of a
Smart Vessel
special topics
course.
”

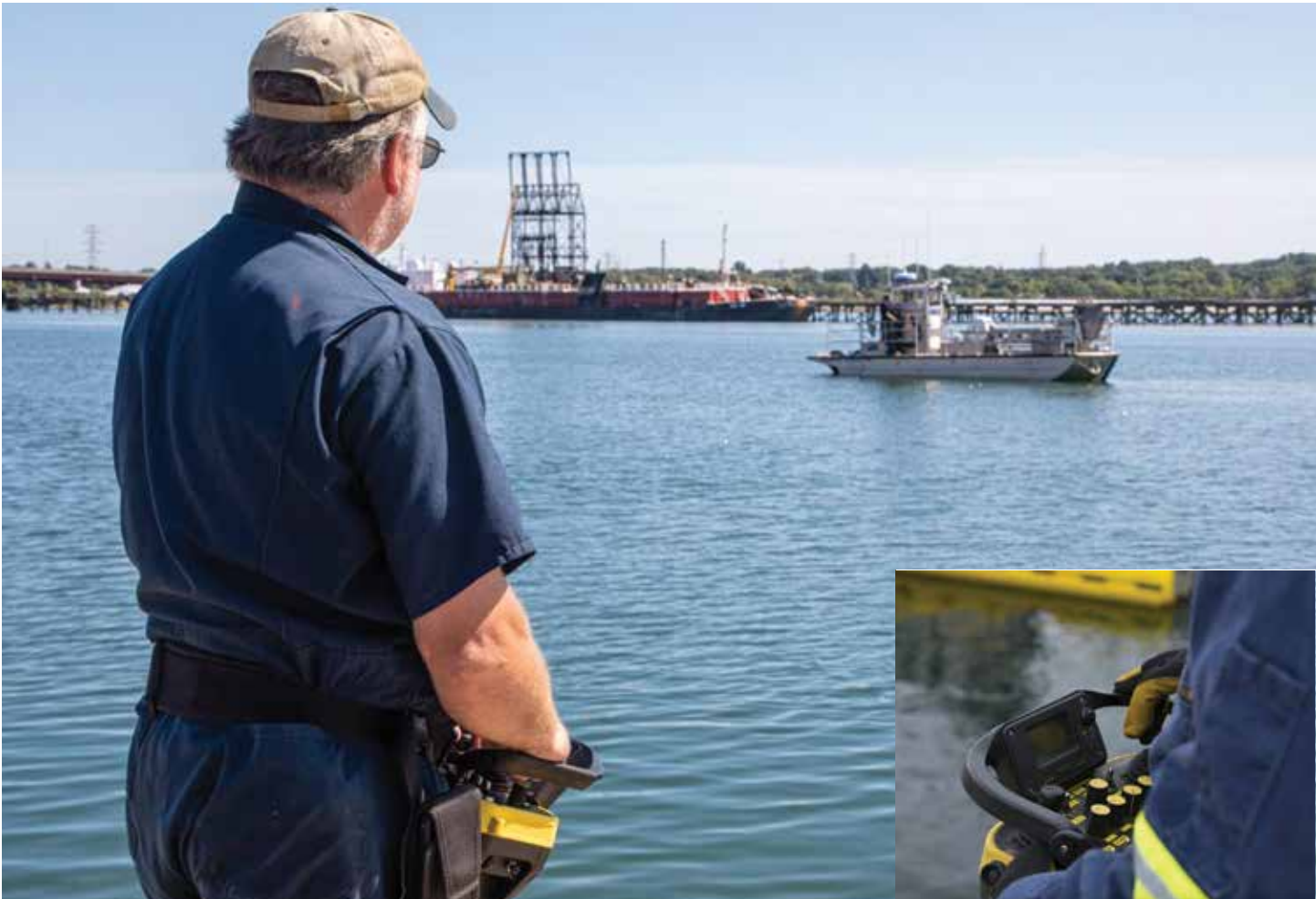
“The technology inroads for vessel operations are occurring on an international level but in niches, such as the MRSC skimmer operations vessel and other examples such as vessels that support marine survey, fire, patrol, offshore wind, or aquaculture operations,” says Sea Machines’ Don Black, vice president, sales and marketing.

Sea Machines systems are unique because the technology installs aboard new or existing vessels using only 10 components. Designed to integrate with most on-board equipment and machinery, the autonomous command and remote-helm control capabilities can be installed aboard commercial vessels quickly.

Other leaders in autonomous technology include Kongsberg Maritime, a Norwegian company that produces systems for positioning, surveying, navigation, and automation to merchant vessels and offshore installations. The company recently acquired Rolls-Royce Commercial Marine, a smart ship technology leader, and has several projects underway from building and testing an autonomous, electric-powered inland container



Photographs: Billy R. Sims, courtesy of Mary Shea



ship to autonomous technology for ferries.

A fully autonomous ship would be considered a vessel that can operate on its own without a crew and monitored from a shore control room. Remote ships are those that are operated by a human from shore, and an automated ship runs software that manages its movements. As the technology matures, more types of ships will likely transition from being manned to having some autonomous capabilities.

“Fully autonomous, crewless vessels aren’t yet the reality,” says Black. “Sea Machines’ technology available now is ideal for supervised autonomy, in which mariners man automated boats and take advantage of the increases in productivity, predictability and safety that our ‘always on watch’ systems bring to on-water operations. Autonomy gives mariners the opportunity to expand into new, non-traditional roles that will likely bring greater safety and higher-level tasks.”

PROJECT PHASES

For the MMA Smart Vessel project, a marine

“
This
technology
is here,
and it will
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”

systems engineering capstone project student group will be involved in the installation of the new *Quickwater* engine and SM300 system, followed by testing and solving maintenance issues. Also, the students will outfit *Quickwater* with equipment to monitor its engines’ energy efficiency in autonomous and manual modes. (*Quickwater* is a former Coast Guard utility boat utilizing twin-propeller drive and powered by twin Cummins VT903 diesel engines.)

Performance data from *Quickwater* will be sent to equipment in the METEL (engine) lab in order to model a real sea state performance load profile that can be translated into the simulated operation of the lab’s 1,020 kW medium-speed Wartsila 6L20 diesel engine, which is closer in magnitude to a merchant vessel.

Quickwater will also be equipped to collect data on environmental conditions such as wind and waves through sensors, and the data will also then be transferred to the METEL lab.

In the following project phase, data from the *Quickwater* and METEL lab will be brought

together in a shore side control center where deck and engine students will work side by side to manage the vessel remotely.

The project will also be the basis for an anticipated Fall 2021 special topics course, Smart Vessel: Enhancing Situational Awareness, co-taught by deck and engineering professors.

BENEFITS

According to Black, autonomous-command and remote-helm control systems offer marine operators the following advantages: 1) Autonomous command provides more productive, predictable and safer marine operations; 2) Remote-helm control allows faster responses and reduced operational costs; 3) Remote payload control is enhanced by on-board equipment cameras and sensors; 4) Collaborative operations of different vessels at once provides a force-multiplier effect; 5) Crew support is enhanced to reduce incidents related to fatigue, poor visibility and challenging environments; and 6) Overall reduced manual effort allows human operators to focus on higher-level tasks.

As the marine industry workforce ages, says Black, modern technology will play a role in drawing in younger recruits. “In this day and age of smart phones and TVs and self-parking cars, the next generation of mariners will not only appreciate and respect the capabilities of modern smart ships, but will also expect it.”

The MMA Smart Ship project will lead to the development of curriculum enhancements that prepare deck and engine students for long-term careers with this new maritime disruptor, says Marine Transportation Department Chair, Capt. Richard Miller. “It will open up MMA students to new opportunities within the maritime industry.”

After her summer internship with Sea Machines, Mary Shea has also worked as an assistant for Engineering Professor Dr. Don McCann, who teaches electronics and control systems engineering classes and is revamping his curricula to reflect advanced ship technology.

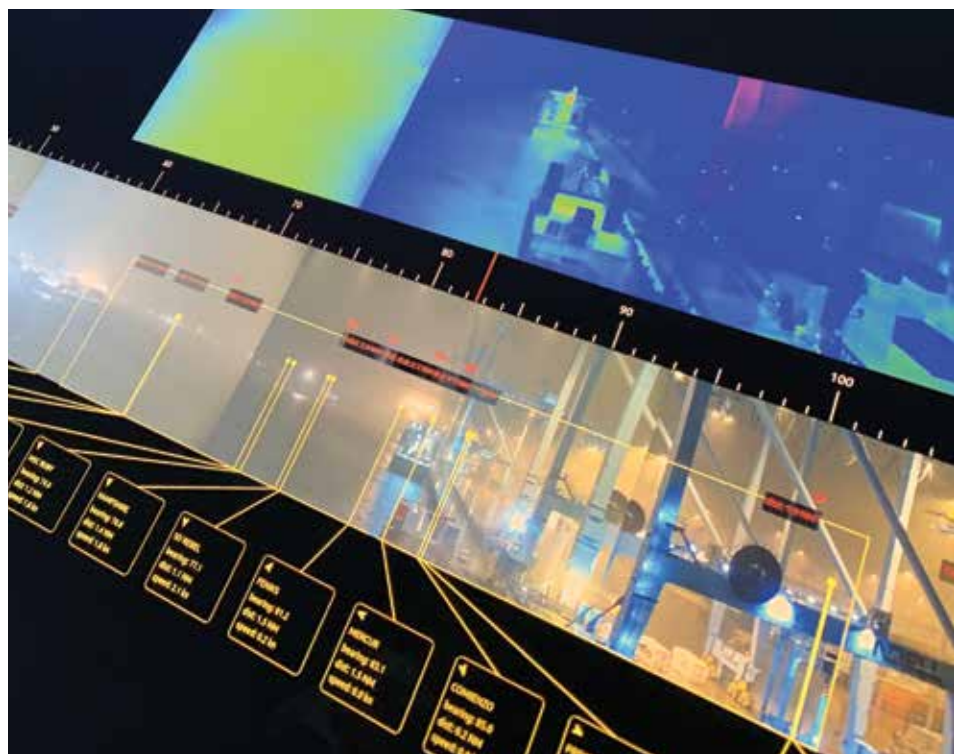
“My internship with Sea Machines was eye-opening and very hands-on,” she says. “I have a much greater understanding of how the maritime industry is progressing, and I am conscious of the impact that new technology will have on our industry.

“I still plan to ship out and become a merchant mariner upon graduation,” she says, “but I’m confident my work in smart ship technology is not over. I want to help shape it to make the maritime industry safer, more efficient, and reliable.” ■

Two examples of MMA Smart Ship Project partner Sea Machines Robotics technology:

(Right) A system is available now that allows vessels outfitted with automated control and sensor equipment to detect possible collisions and calculate and steer alternative courses.

(Below) Trials are underway for a commercial vessel system that employs Artificial Intelligence (A.I.)-powered advanced perception capabilities which provide operators enhanced situational awareness via obstacle detection, collision avoidance and environment-understanding capabilities.



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Alumni News



Medals for Mariners

AS PART OF ITS OUTREACH ACTIVITIES, the Maritime Administration (MARAD) awards medals and war zone ribbon bars to civilian mariners who support the nation's armed forces in conflict, as well as during peacetime when contributions are significant.

More than 350,000 medals and war zone ribbons have been distributed to eligible merchant mariners for approved conflicts.

MMA alumnus Roger Mercaldi, Jr. '66 learned of the program, and after submitting qualifying documents, received the Vietnam Service Medal.

"I had heard there was a medal but had not received one, so I contacted MARAD (see info at article end)," he says. "I emailed a copy of my Certificate of Discharge to Merchant Seaman, which must say Nature of Voyage 'Foreign,' for service regarding Vietnam, and I received a medal in two days."

MARAD administers awards and recognition that span conflicts from World War II, Korea, and

Vietnam to Operations Enduring Freedom and Iraqi Freedom, and Operations Restore Hope and United Shield and related operations in Somalia.

A new award, the Merchant Mariner of World War II Congressional Gold Medal, was recently signed into law by the President and will be created by the U.S. Mint and awarded by the Speaker of the House of Representatives.

Capt. Dru DiMattia '88 is Vice President of the American Merchant Marines Veterans and was involved in helping encourage action in Congress that resulted in the new award. So too, were members of the American Maritime Partnership, a coalition that represents the U.S. domestic maritime industry.

The new medal is in addition to a variety of awards designated for World War II-era conflicts and geographies.

Immediate families of deceased mariners are also eligible to apply for and receive a medal to hold in honor of their maritime awardee.

Medals and recognition for civilian mariners who have served in support of the nation's armed forces in conflicts and certain peacetime efforts are offered by the Maritime Administration (MARAD).

“Please get the word out to other MMA alumni,” says Mercaldi. “There must be many grads who have no idea they are entitled to these medals for their service to the Nation.” ■

Learn about the awards and instructions for applications: maritime.dot.gov/outreach/mariner-medals or contact Devedda Midgette, Maritime Awards Officer, Office of Sealift Support; devedda.Midgette@dot.gov; 202-366-2354.



ALUMNI SENIOR BANQUET

MORE THAN 210 ALUMNI and members of the Class of 2020 attended the annual Alumni Senior Banquet at the Cross Center in Bangor, Maine, on February 5. Following a social hour, attendees were treated to an excellent sit-down meal. Special thanks to those who sponsored MMA soon-to-be alumni. President Brennan welcomed the group, and Bill Full '76, Vice President of the Alumni Association, was the program emcee. Guest speaker for the evening was Renee (Mares) Justice '91, the first MMA alumna to sail as chief engineer (pictured above with her husband, Rodney). In addition to Justice's words of wisdom and encouragement, the evening included an association overview, scholarship awards, and a charge to the Class of 2020 by classmate Mary Shea, MMA student representative on the Board of Trustees.



WESTERN MAINE SKIING

BLACK MOUNTAIN, Rumford, Maine was host to the annual MMA alumni ski event and social on Saturday, February 29. Alumni attending ranged from the '60s through the 2000s, as well as current students Owen White '22 and Max Hart '23. Perfect conditions greeted twice as many skiers than in years past, with more than half of the alumni participating for the first time. All enjoyed a great day of skiing and socializing, with live music, refreshments and conversation. The event was by all accounts the most successful MMA Winter Gathering we have had so far.

Dana Blake '84 and his wife, Patti, from St. John, New Brunswick read about the event in an Alumni Office email and decided to make it a three-day ski vacation. They also skied at Sunday River and Mt. Abram, but enjoyed the skiing at Black Mountain the most. Blake notes he appreciated there was the activity of skiing attached to the event, along with entertainment and socializing with alumni and their spouses at the end of the day.

Special thanks to Roger Arsenault '71 and his company, Community Energy, for sponsoring the apres skiing party; the Black Mountain staff, who always make this event easy, effortless, and very enjoyable; and Ed Rosenberg '72 for arranging this great annual event. Photo courtesy of Barbara Arsenault.



INTERNATIONAL WORKBOAT SHOW

MMA, IN CONJUNCTION with Massachusetts Maritime Academy and SUNY Maritime College, hosted the second State Maritime Academy Reception at the Terrace Room of the Westin Hotel Canal Street during the annual International WorkBoat Show in New Orleans on December 4, 2019. Hundreds of maritime alumni and many maritime industry professionals gathered for spirited networking and conversation. Richard Balzano '89, Deputy Administrator for the Maritime Administration, captured the crowd's attention with updates and a video of the new National Security Multi-Mission Vessels. Pictured (l to r) Chris Mercer '88, Richard Balzano '89, and Jeff Riedel '86. International WorkBoat Show 2020 is scheduled for December 15-17, 2020.

ALUMNI EVENT PLANS

AN EXTENSIVE SCHEDULE of spring activities, East Coast State of Maine visits, Bowdoin receptions, a Sea Dogs game, and others, were postponed or canceled due to the pandemic. Tentative upcoming events are Maine Mariner Classic Golf Tournament at the Falmouth Country Club on Monday, June 24. Rescheduled for a later date are A Night by the Bay, August 29, at the Sable Oaks, South Portland, and the 11th Annual Texas Mariner Classic Golf Tournament at The Woodlands Country Club, Texas on Monday, October 26. We will be opportunistic with event planning in the coming months and we're hopeful for an exciting slate of activities.



CASCO BAY CHAPTER

THRIVING GROUP

CASCO BAY HAS many dedicated alumni who have worked diligently to make it one of MMA's most active and thriving chapters. The chapter has been busy planning many events and fundraisers over the past few months. They hosted a Scotch auction in January to raise money for scholarships. Planning was underway for another Maine Boatbuilders Show Marine Flea Market and a Sea Dog Family Night until COVID-19 struck. Future dates have yet to be announced. Like the Alumni Association, Casco Bay is holding its scheduled election of officers this summer. Chapter President Pat Zrioka is actively seeking Southern Maine-area alumni who have a passion for MMA and would enjoy planning chapter activities and help preserve the chapter's deep heritage. If interested, contact Zrioka at sls218@fwwebb.com.

“The Chapter may have become the first to gather for an evening of axe throwing.”



CONNECTICUT/ RHODE ISLAND CHAPTER

MEETING ON TARGET

ON THURSDAY, NOVEMBER 14, 2019, the Connecticut/Rhode Island Chapter may have become the first alumni group to gather for an evening of axe throwing. They met at Pine and Iron Axe Throwing in Hartford, Connecticut. Following a fun-filled evening of throwing, the group went next door to the Hog River Brewing Company. On March 22, the group gathered at the University of Saint Joseph in West Hartford, Connecticut, to root on the MMA men's lacrosse team as the Mariners opened up their 2020 season with a 9-4 victory in a non-conference game at USJ lacrosse field.



PUGET SOUND CHAPTER

UP CLOSE IN SEATTLE

MMA ALUMNI DIRECTOR Jeff Wright represented the academy at the Pacific Marine Expo held in November. The Puget Sound alumni group met at the Embassy Suites Pioneer Square on November 21 for a social and an Up Close presentation. Alumni attending, (front, l to r) Minh Harriman '90, Heather Jackson '05, Carl Rhodes '04, Sandy Bendixen '05, and Everett Cooper '58; (back) Chris Fay '76, Crystal (Parker) Maass '06, Chris Baril '87, and Eddie Ma '18.

MMA ALUMNI ASSOCIATION ELECTION INFORMATION

THE MMA ALUMNI ASSOCIATION announces a Call for Nominations to its biannual election for the Board of Directors. The Alumni Association's Bylaws allow for the opportunity to have 18 voting Directors on its Board. This year, all four officer positions (President, Vice President, Treasurer, and Clerk) and six Directors will be elected to the Board.

All MMA alumni are eligible to submit nominations and vote for the Alumni Association Board of Directors. To nominate alumni, including yourself, for the Alumni Association Board of Directors, submit a nomination online (mainemaritime.edu/alumni), via email (alumni@mma.edu), or by mail (MMA Alumni Relations, 1 Pleasant Street, Castine, ME 04420).

The nomination must include the name of nominee, year of graduation, nominee email, position on the board (President, Vice President, Treasurer, Clerk, Director), name of nominator, nominator year of graduation, and nominator email. Nominations must be received no later than 11:59 PM (Eastern Time) on June 30 to be valid.

As a part of the nomination process, all nominees shall complete a brief 200-word résumé to introduce themselves, give a general overview of their career, and state their reason for wanting to serve. The alumni office will collect these statements and provide them to the Nominating Committee for consideration for placement on the ballot.

Election ballots will be sent either by post or email to all alumni by August 1. Votes may be submitted by mail (only original ballots accepted) or online and must be received by Thursday, October 1.

The Directors will be introduced at the Alumni Association Annual Meeting to be held on Saturday, October 3, 2020 at 10:00 a.m. in the Class of 1954 Lecture Hall, Alford Center, MMA. All alumni are invited to attend.

MMA ALUMNI ASSOCIATION CHAPTERS

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Class Notes



ENTREPRENEUR

Shoreside Ship Management

JOHN “CHIP” CALLAN '88 knows ships, business, and people.

Callan sailed briefly in the commercial fleet after graduating, but decided to steer his career ashore. He worked his way up to increasing levels of responsibility in the U.S. Navy fleet maintenance and modernization defense industry for 24 years, internationally and stateside. During this time, he called Washington, D.C., Norfolk, San Diego, and Sasebo, Japan home.

“Those were exciting times,” he says, “being able to move on-site for six or seven months and meet interesting people and learn from different practices and customs.”

In 2012, Callan and his wife, Michelle, by this time both successful industry veterans, started Invictus Associates— he as COO and Michelle as Owner— headquartered in Chesapeake, Virginia. The company specializes in providing

senior- and mid-level maintenance management to both commercial and government customers. The company has a track record of achievement in technical marine engineering, life cycle reviews, program management, ship operations, new construction, and vessel repair experience in the commercial maritime and naval government sector.

“We bring demonstrated experience in estimating, planning, and execution of validated maintenance and modernization requirements for in-service U.S. Navy surface ships, both internationally and stateside,” says Callan.

Current projects range across the globe, from ship system and shipyard technical oversight in Norfolk to maintenance management in Bahrain.

Key to the company’s success is its team of professionals. “We are approximately a 50/50 split between recently graduated engineers and

retired government service and military personnel,” says Callan. “This is a great combination to leverage and increase peer learning.

“The collaboration between our recent grads (three of whom are MMA alumni) with their classroom experiences and comfort with IT systems,” says Callan, “and our salted individuals who have operated and maintained ships for 20 or more years, leads to a quick understanding of responsibilities, best practices, and communication skills.

“Our team is tight, and they look out for one another in their daily responsibilities on the waterfronts.”

Callan attributes his base skills to his education at MMA. “It taught me how to interact and understand multiple viewpoints directly and to develop sound recommendations for all stakeholders.”

Standing watch on the *TS State of Maine* was the beginning. ■

1943-2



The Maine State Ferry Service will unveil a new \$9 million ferry to serve the island of Vinalhaven beginning in May. The new ferry is named after Richard G. Spear, class of 1943-2, and will replace the *Capt. Charles Philbrook*, which has serviced the route for the past 30 years. In 1942, Spear enrolled in the second class of the newly established Maine Maritime Academy and graduated with honors and a third mate's license. In the Merchant Marine during World War II, Capt. Spear served in the Atlantic, Pacific and Mediterranean war zones. In 1959, he became the first employee and assistant manager of the Maine State Ferry Service. Later appointed manager of the Ferry Service, he held that position for 30 years until his retirement in 1989.

1949

Willard Robinson and his wife, Barbara, have moved, after living in Vernon, Connecticut for almost 53 years, to a retirement home, The Arbors, in the nearby town, Manchester.

1951

After a 50-year career sailing for American Export Lines, selling for IBM, and in design and leadership roles in the footwear manufacturing industry, Richard Anzelc took up art. Currently, at age 91, he continues to take art classes and sell his art. L.L. Bean is his biggest customer; they own more than 60 of his images. You can view Dick's art in the L.L.Bean Home Store, and also at Portland Head Light and West Quoddy Light gift shops.

1958

Frank Tepedino has undertaken "The MMA Barristers" project, identifying MMA alumni who have become lawyers. The listing, including brief bios and contact information, will be used as a resource for aspiring MMA students and alumni who may be considering law school. So far, the project has yielded 12 attorneys with varying backgrounds and experience. They are: Frank Tepedino '58, Gene Silva '64, Michael Savasuk '74, Michael Chambers '80, Chris Devlin '80, John Webb '83, Mark Winter '88, Rob Burger '93, Brett Witham '93, Thomas Brown '00, Andrew Strosahl '05, and Jenna (Algee) Giguere '08. If you know someone wishing to be added to the list, contact Tepedino at condor-grup@aol.com.

1962

Robert S. Bartek "... wanted to let my surviving classmates know I am still doing marine surveys six days a week, and supporting the Scotch Distilling Industry. Just attended another funeral today for a member of the maritime industry, always younger than myself! MMA taught me to be 'the Last Man Standing.' See you at the next reunion."

1962



Peter Diakos has written two books: *The Circle* (2018) and *The Rose* (2019). Diakos found work with the Graybar Electric Company, and following a few moves, transferred to Boston where he retired after 30 years. He dabbled in real estate, owning various rental properties. Upon retirement, Diakos traveled to Clearwater, Florida

where he met his wife, Nancy. They live in Trinity, Florida and summer in Maine.

1968

Jim Pece reports he is retired and lives in Edgewater, New Jersey.

1971



Dave Sulin participated in the Annual Gettysburg Remembrance Day parade and ceremonies on November 19, 2019. Sulin notes, "During the parade, I had the honor of carrying the National Colors for the Sharpshooters. Of course, they picked the oldest guy there, the one with the bad knees, and the one carrying a complete (nearly 45-pound) knapsack AND Sharps rifle. In fact, it was the senior citizens in the group who carried the backpacks; the young guys wimped out. I had a good Plebe year!" During the Civil War, there were two green-uniformed regiments in service of the Union Army. These were the First and Second Regiments of United States Sharpshooters, very much celebrated and publicized units in their time."

1973

Calvin Bancroft and his wife, Karey Miller Bancroft, are in Spring, Texas. Calvin was named Vice President of the commercial tanker division of Norton Lilly International in 2020. Prior to this, he was global manager, operations for Philips 66; regional manager, Shell Chemical Americas; and VP of fleet operations, Ocean Shipholding, Inc.

1978

Steve Garland reports that he is retired. He and his wife, Evelyn, live in Lake Frederick, Virginia.

1979

Capt. Mike Donovan writes that he... "just got home in time for (COVID-19) shutdown. Spent most of February in a shipyard in Bahrain and flew out of Dubai in late February. After almost 41 years, that may have been my last trip to sea."

1979

William S. Greenlaw is the new Regional School Unit 9 (Farmington, Maine area) Director of Support Services. He was Supervisor of planned maintenance systems for Carnival Cruise Line, headquartered in Miami, Florida. He and his family have moved to Carrabassett Valley.

1979



Capt. Everett Hatton just completed his fifth "Operation Deep Freeze" which resupplied the National Science Foundation base in McMurdo, Antarctica. Hatton is the master of the tanker *Maersk Peary*.

1980

David "DK" Horne reports he retired in 2013 as a senior engineering and project manager after 32 years for the Department of the Navy. DK and his wife, Grace, live in Berwick, Maine with their sons, Ray (MMA class of 2020) and Joe.

1981

Benjamin F. Crehore retired from the U.S. Navy in May, 2018 as a lieutenant commander following a 28-year career.

CLASS NOTES

1982

Many thanks to Capt. John Gazzola for his dedicated years of service to the Delaware Valley Alumni Chapter. Capt. Gazzola has turned over the Conn to Tom Lord '87.

1982

Alexander E. Forsley has been sailing with the American Maritime Officers Union since 1991. He spent the entire 2019 sailing season on the *SS Badger* as the 2nd assistant engineer. The *Badger* is a National Historic Landmark and is the last coal-fired, steam-powered ferry in America.

1983

John C. Janowicz is "...still shipping out after all these years. I'm currently the permanent master on the car carrier Alliance Norfolk managed by Maersk Line LTD for Horegh Autoliners."

1984



Following class agent Dave Melin's holiday message, numerous classmates reached out to one another, including Mike Brown. He, his wife Robin, and their dog, Poncho, sent best wishes and reports he is at MARAD headquarters, Washington, D.C.

1984

Speaking of Capt. Dave, he received a license to pilot vessels on the Salish Sea / Puget Sound, joining MMA alumni Scott Coleman '00, Adam Seaman '00, and Sandy Bendixen '05. Dave announced Puget Sound Pilots is hiring; please let him know if you, or someone you know, is interested.

1985



Classmates Kevin Davis and Jake Jacobs met up at a recent Casco Bay Alumni meeting.

1985

Michael Siepert is a ship's pilot for Portsmouth Naval Shipyard and lives in Cape Elizabeth, Maine.

1985

Jake Jacobs, Class Agent, has informed the class their 35th reunion scheduled for June has been postponed. "We don't know what the state of things will be in June, and common sense tells me that under ideal circumstances, we will be just getting back on our collective feet."

1986



Andrew Lindey is the Master of the *USNS Comfort* (T-AH 20), the hospital ship that arrived in New York Harbor in March initially to treat patients in the area with non COVID-19 health issues. As the pandemic's contours changed, *Comfort's* mission shifted as of press time, and the ship has now allocated 500 of its 1,000 beds for severe coronavirus cases.

"Everyone told me I was very lucky," says Lindey. "I knew at a very young age what I wanted to do and going into the Merchant Marine was it. In 1986, when I got out of MMA, I joined the Military Sealift Command and I've been there ever since."

Keeping the ship safe and in service during the pandemic is challenging, but noble work.

1988

Anthony "Dru" DiMattia, retired captain and vice president of the American Merchant Marine Veterans, forwarded the following announcement: The Russian Embassy is looking for the U.S. participants in the Arctic convoys during World War II to award them with the Ushakov medal, to veterans "for personal courage and valor shown while participating in the Arctic Convoys." The Embassy is also looking for veterans, people, and organizations willing to cooperate with the Historic Foundation in St. Petersburg to create a museum dedicated to the history of WWII Arctic Convoys and make a film about the heroism of the Arctic Convoys participants. For more information, contact DiMattia: drudimattia@gmail.com.

See "Medals for Mariners," page 29, for more on DiMattia and Merchant Marine Veterans.

1988



Pat Duffy '88 (L) and Holly Najarian '91 (C) served as support staff for Eric Smith '88 (R) during the Tampa Bay Frogman Swim, held January 12, 2020. Smith has participated in this event for five years running; Pat and Holly, along with Tim Reid '88 (not pictured) have been supporting him for all five years. This is an annual event that is now an official Navy SEAL Foundation fundraiser, and has raised more than \$4 million for the Foundation. "TEAM MMA," as they like to be called, has committed to

raising \$1 million over a decade for the Foundation! Eric is the COO for Brogan Financial in Knoxville, Tennessee.

1990



Jeff LePage recently had the pleasure of working along with other MMA graduates at a steam turbine overhaul project in Baltimore. (L to R): Steve Tardif '00, lead engineer and project manager, GE/FieldCore for gas and steam turbines; Jeff Lepage '90, co-owner of Steam Turbine Services, Inc., consulting; and John Rice '08, corporate manager of technical services, Wheelabrator Technologies.

1990



Peter Rouleau has been appointed CEO of AESSEAL Inc. by its Board of Directors on January 1, 2020. Rouleau will replace Tom Grove who founded AESSEAL and helped build the business in the U.S. "It has been quite a journey since graduation from MMA in 1990," says Rouleau. "I went to sea for a few years, worked in the power industry for a few short years, then got into the sealing business. I got married in 1993 to April, who has been my soul mate for 27 years, and we have two beautiful kids, Shane and Paige. I joined the AESSEAL team in 2005, and I can say this company has a passion for its people and its customers."



FIRST PERSON

Underwater Matters

I AM A 2006 GRADUATE of the Corning School of Ocean Studies at MMA and have my B.S. in Marine Biology. I currently work as an aquarist at the Virginia Aquarium & Marine Science Center, where I specialize in the husbandry of marine and freshwater fish, elasmobranchs (sharks and rays), aquatic turtles, and invertebrates.

The aquarium has some 800,000 gallons of fresh and saltwater displays. The largest is the shark tank, about 200,00 gallons with a variety of species, most of which are local. We have thousands of animals representing more than 200 species.

My daily work includes care for all of our marine and freshwater fish, invertebrates, sea turtles, freshwater aquatic turtles, and our stingrays and sharks as well. That includes tasks such as diet preparation and feeding, behavioral training that we do for some

of the animals, exhibit and holding maintenance, diving, medical procedures, and providing enrichment for animals.

Diets are carefully managed for each animal—we consider weight, calorie count, composition, nutrient supplements, or vitamins that need to be added into the food. The exhibits need to be maintained, and filtration components checked and fixed when necessary. Water quality is tested and adjusted regularly. We keep immaculate records.

Of all the animals, my favorite are our six spotted eagle stingrays. I've been here since they arrived in 2008 and helped train them from the beginning. I helped teach them how to accept hand-feeding and come up and respond to a target. I also had to condition them to being handled so that veterinary procedures are much less stressful for them. Overall, they're calmer than they used to be. Each has its individual mannerisms and they

have become special to me.

Aside from caring for the animals, the most important thing we do is conservation education. We are able to share all of these animals with the public, up close and personal. They get to interact with them, and it creates a connection they wouldn't get from seeing an aquatic animal on TV or in a book.

Once they have that connection, we can talk to them and say, perhaps, "Hey, these are some of the things that are problems for aquatic ecosystems, and here are the little steps that maybe you could do at home to help."

I feel the work we do has an impact. A child I interact with may grow up to become a scientist who goes into conservation or otherwise makes a difference for our environment. That's the feel-good sensation I often have at the end of the day. ■ —By KATIE STINES '06

CLASS NOTES

1993

Michael Wardwell is the general manager for Tropical Shipping and lives in Palm City, Florida.

1996

Craig Murray is project manager for Wartsila. He and his wife, Cynthia, live in Boiling Springs, South Carolina. They have two children, Pace (26) and Baxter (23). Craig says hello and "it's a good life."

1998

After guiding MMA's women's soccer program for seven years and to their first-ever North Atlantic Conference (NAC) Championship and NCAA Tournament appearance in 2019, Mariners' Head Coach Seth Brown has accepted a position with Gateway Title of Maine as a business development officer.

1999

Derek Robinson is port captain for the Delaware River and Bay Authority. Robinson, his wife, Teal-Rebecca, and daughters, Estella (12) and Catherine (7), live in Cape May Court House, New Jersey.

1999

John Holmes was promoted to managing director at Accenture in December, 2019. He works in the Industry X.0 practice with asset intensive companies combining emerging, connected and smart technologies to solve problems and digitally transform their industry. He lives in Flowery Branch, Georgia with his wife, Meghan, and daughter, Hannah. He reports, "We miss the ocean, but boat regularly on Lake Lanier."

2000

Erin (Leathers) Overlock received her Master's Degree in Education in 2018 from Thomas College and is a middle school science teacher in RSU 18 (China and Messalonskee district).

2000



In February, CDR Mike Dolbec was relieved as the commanding officer of *USS Texas* (SSN-775). Dolbec was in command of the nuclear-powered fast-attack submarine for three years, during which *Texas* completed two deployments, an INDO-PACOM deployment and an extended CENTCOM deployment. His next assignment is to Submarine Group Eight in Naples, Italy. (Photo: CDR Mike Dolbec greeting his daughter, Amelia, at *USS Texas* return to Pearl Harbor following a 7-month deployment.)

2002

Shaylee White is a systems support analyst for Liberty Mutual and lives in Newmarket, New Hampshire.

2004



On October 28th 2019, lieutenant commander Carl Rhodes completed his assignment as the chief of operations of NOAA's Pacific Marine Operations Center. He is re-assigned as the executive officer of the NOAA ship *Fairweather*, a hydrographic research vessel that primarily works in Alaska collecting data that is used to create NOAA charts.

2004

Sean Varney is sailing as a chief engineer with Crowley. He and his wife, Rhonda, former executive assistant to President Brennan, live in Gilbert, Arizona.

2006



Steven Ayigah '06 and Rebecca Garthwaite (sister of Oliver Garthwaite '06) were married in Rock Creek, Maryland on October 4, 2019.

Capt. David A. Sulin '71 officiated the ceremony. Mark Dittmann '06, (who sent this photo), Steven Ayigah '06, Capt. Dave Sulin '71, Will Hood, Ian Corvo '23, and Oliver Garthwaite '06 were present.

2008

Lynda Doughty and her non-profit organization, Marine Mammals of Maine, were featured on CNN Heroes for her response, assistance and medical care of nearly 3,000 marine mammals. The segment aired March 5, 2020 and is archived at CNN.com (search Seal Rescuer).

2008



Jenna (Algee) Giguere attended law school after graduating from MMA and is the deputy chief of legal services for the State of Rhode Island Department of Business Regulation. Her current practice concen-

trates in the regulatory areas of liquor, banking, accountants, and cannabis. She holds leadership positions in the Rhode Island Bar Association and the National Conference of State Liquor Administrators, and was recently selected as a community leader in the Leadership Rhode Island program.

2009



John Wustman and his wife, Lauren, have achieved their lifelong dream of owning a marina. They are the proud owners of Gale's Ferry Marina in Ledyard, Connecticut. (Congratulations!)

2011

Kirstien M. Davidson says, "After staying at home for seven months, I decided to start my own business selling handmade jewelry and knit accessories on Etsy and at local craft fairs."

2012



Sam Law, a Marine Transportation Operations major from Greenland, New Hampshire, will be making his debut this season on the reality show, "Wicked Tuna" aboard his boat *FV Kraken* out of Seabrook, New Hampshire. Law went to Portsmouth High School and has been a fisherman his whole life. "Wicked Tuna" is a series about commercial tuna fishermen based in Gloucester, Massachusetts and their quest for the lucrative Atlantic bluefin tuna. National Geographic

Channel says the new season will be full of drama on the high seas, as the show follows a group of "salty fishermen from the nation's oldest seaport."

2012



Edwin Santana serves as the chief-of-staff for Potomac District Supervisor Andrea Bailey, helping her to manage constituent issues. Santana formerly was with Whitney, Bradley, and Brown Inc., where he served as an operational logistics analyst. Prior to that, Santana served as an officer in the U.S. Marine Corps. It was because of his strong sense of duty and concern that he ran for Congress in VA-01 in 2018. Santana holds a B.S. degree in Interdisciplinary Studies with a focus on Power Engineering.

2013

Brett Baker is a field service engineer for Mechanical Dynamics and Analysis and lives in Manakin-Sabot, Virginia.

2013



Melissa (Therault) Lewis '13 married Alexander Lewis on September 28, 2019 in Frankestown, New Hampshire. In attendance was classmate and Maid of Honor, Autumn Jones.

2013



Hadley Neale has been working on various vessels associated with the American Sail Training fleet, primarily with teenagers sailing up and down the East Coast of Canada, the U.S., and the Caribbean. Neale is now aboard *Maiden*, a 58-ft aluminum-hulled racing yacht. Following a retrofit, the *Maiden* was re-launched and set sail in September, 2018 on a three-year world tour on behalf of the charity, "The Maiden Factor Foundation." A principal project of the charity is to use *Maiden* to raise funds and awareness for girls' education globally. When Neale is not sailing with students she is active in racing classics or delivering boats around New England and the Caribbean.

2014

Lt. Owen Mims, USCG, reports he and his wife, Mari-clair, moved to Portsmouth, Virginia this past summer and welcomed Henry Mims, born November 14. Currently, Mims is a port state control officer and this summer will be moving over to domestic vessel inspections.

2016

Police Officer Taylor Grace was recently sworn in to the Hutchinson Police Department. Grace moved to Hutchinson in late August from Baltimore, Maryland. In 2018 he married his wife, Hannah Grace, and in that same year had a beautiful daughter, Rory Grace. Taylor moved to Hutchinson to be closer to his family and be part of a smaller close-knit com-

munity. Outside of work, Grace is an avid SCUBA diver and a big soccer fan. He's had the opportunity to travel all over the country and is thankful for experiencing many things most people his age don't get to experience.

2016



Ben Wallace and Aly Roy were married in September 2019. More than 20 MMA alumni attended the ceremony at Sunday River in Maine. Aly's dad, Dave Roy, in an alumnus from the class of 1984.

2017

Parker Spear has traded in his trusty stick and pads for a clipboard and will be the Midcoast Ice Cats interim hockey coach for the 2019-20 season. The Ice Cats are a cooperative high school coed team that draws from high schools in Knox, Waldo, Lincoln and Kennebec counties in Maine. The Rockland native is a third mate deck officer for navigation and cargo operations for Overseas Shipholding Group. He spends his time largely working on tanker ships in the Gulf of Mexico

2018

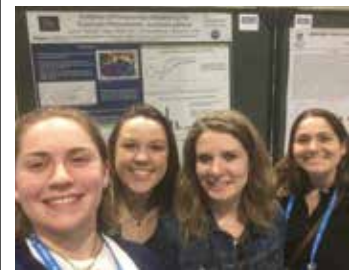
IBL graduate Kelsey Nalette '18 passed away unexpectedly in August 2018 in an auto accident, and fellow classmate Lyla Mathieu '17 who works in supply chain management at Bath Iron Works has worked to help create the "Kelsey Nalette Spirit Award."

"A few months before Kelsey graduated," says Mathieu, "we were sitting in the Waypoint studying, and out of the blue, she broached the idea of setting up an award to be given

out at Homecoming so that the recipient could use the funds at the beginning of the school year, when expenses and life is fully up in the air."

Mathieu has followed through on the idea and initiated the award, to be presented annually to an MMA student who is designated as "someone who embodies Kelsey's charisma, pride, and tenacity for life. She was a true Mariner." To contribute, go to mainemaritime.edu/support-mma/ and choose "Other" under Designation. Enter the contribution in Kelsey Nalette's name.

2018



Cristin Wright (second from left), a second-year graduate student at Virginia Institute of Marine Science in Gloucester, Virginia, met up with MMA Marine Science student Catherine Mahoney (left), professor LeAnn Whitney, and Marine Science student Katelyn Smith in February at the Ocean Sciences Meeting 2020 in San Diego. Wright presented a poster at the conference.

MARINERS: Stay in Touch with Your Classmates

Share what you've been doing with your fellow alumni. Tell us about career changes, latest achievements, hobbies and adventures. Photos welcome. Include your class year and contact information, and send to alumni@mmaine.edu.

Eight Bells

The tradition of Eight Bells pays respect to deceased mariners and signifies that a sailor's "watch" is over.

THOMAS F. JOYCE '46

died on February 25, 2020. He worked as a merchant mariner for Lykes Steamship Company of New Orleans and Waterman Steamship Company of Alabama. In 1952 he was called to serve in the U.S. Navy during the Korean War. He served as a gunnery officer on the battleship USS *Miller*, which was instrumental in the bombardment of the Korean coast. After the war, Joyce graduated from Boston College. For the next two years he worked at the U.S. Justice Department in Washington D.C. and then returned to Maine to begin teaching. He taught social studies and English at schools around Maine for 20 years. He concluded his professional life working for the State of Maine Department of Labor.

RICHARD W. MERRILL '47

died on February 19, 2020. After graduating from Cony High School, Merrill attended MMA and the University of Maine at Orono. He proudly served as a lieutenant junior grade in the U.S. Navy as a radio officer aboard the USS *Rankin*. He worked as a civil engineer for the Maine Department of Transportation for nearly 40 years, retiring 30 years ago. Merrill enjoyed classical music and played in the Augusta Symphony and Hallowell Band.

CDR. RUSSELL B. BRIDGHAM '51

died on January 2, 2020. Bridgham received his bachelor's degree from MMA and master's degree from George Washington University. He served in the Korean and Vietnam Wars. He was a captain and commodore of Minesweeper Division 91 during the Vietnam War where he was awarded a Bronze Star with Valor. He was an instructor at the U.S. Naval War College in Newport, Rhode Island. He then served with the United Nations Armistice Command in South Korea. In his retirement, Bridgham served as the executive director of the John Ancrum SPCA, currently the Charleston (SC) Animal Society.

ROBERT L. ELLIS '51

died on November 14, 2019. Ellis excelled in high school, playing football, and winning the state championship in the high hurdles in the spring of 1948--a point of pride his entire life. After graduating from MMA, he sailed around the world until 1955. Ellis worked for 18 years for Sheridan Corporation in Fairfield as VP of sales, then in the final work chapter of his life, spent 19 years as a Code Enforcement Officer. Ellis's life was filled with public service. He was a member of the volunteer ambulance service, he won two terms as a member of the town council, and four terms as mayor.

DAVID C. MACNICHOL '53

died on December 6, 2019. After MMA he was drafted into the Army and became one of the few to be able to call themselves a "Blue Nose," crossing the Arctic Circle in August, 1955 while serving aboard the USS *Fort Mandan* in the Transportation Corps. He was awarded the US Soldiers Medal for heroic action. Returning to Eastport, MacNichol worked with his father at MacNichol Ford Sales for a number of years and was a volunteer fireman. MacNichol later went on to earn BS and MS degrees in History at the University of Maine. He had a career in banking as a bank examiner for the Federal government and then at the Maine National Bank in Portland. He retired to Eastport in 2007.

GILBERT P. SORENSON '53

died on November 19, 2019 on Long Island. Sorenson, Maine Maritime's "Brooklyn, New York Boy" loved the state of Maine. Upon graduation, he served in the U.S. Navy as an officer during the Korean War. He then became one of New York's bravest as a New York City Fireboat Pilot. He retired in 1979 from the NYFD and worked for the U.S. Coast Guard, Governors Island, New York on their ferryboats, transporting Coast Guard personnel to and from lower Manhattan.

DAMON P. RIVARD '55

died on January 18, 2020. Rivard was an engineer with General Dynamics, Quincy Shipbuilding Division and then at Quonset Point until his retirement. He served in the U.S. Navy, being honorably discharged as Lieutenant. He was a communicant of St. Paul's Episcopal Church, Wickford, active with the Wickford Art Festival, past commodore and house committee chair of the Wickford Yacht Club.

CAPT. G. DAVID FENDERSON '56

died on December 9, 2019. At MMA, he served as a cadet officer and was co-captain of the football team. Upon graduation, he was commissioned as 2nd lieutenant and assigned to the carrier USS *Cape Esperance* and then the USS *Cotton* as a chief engineer. He also served as chief engineer on the USS *Cassin Young* (DD-793). During his years in the Naval Reserve, he was the commanding officer in Burlington, Vermont and Portland, Maine, and on the Admiral's Readiness Command in Newport, Rhode Island. He retired from the Naval Reserve with the rank of captain. Fenderson began his civilian career as a service engineer for Hyde Windlass in Bath, Maine, and in 1961 began a long tenure with Texaco. In 1976, he and his wife, Margaret, started their own petroleum distributorship, Maine Lubrication Service. In 1999, Fenderson retired from his business to explore his numerous passions. Fenderson was a member of the MMA Wall of Honor, the William J. Mottola Sports Hall of Fame, and was past president of the MMA Alumni Association.

LAWRENCE W. GRIBBIN '56

died on December 13, 2019. He served in the Navy as Engineering Officer on both the USS *Cook* and the USS *Boxer*. After the Navy, Gribbin spent most of his 35 years at sea with American Export Lines, sailing all over the world. In the mid-1960s, he trained in the operation of the first U.S. nuclear

powered commercial merchant vessel, the *NS Savannah*. He quickly rose to the rank of senior reactor operator. He remained there until 1971. He then sailed on container ships as chief engineer for both AEL and Farrell Lines until retirement in the early '90s. He then opened his own business, Farrell Electronics. Gribbin was a fiction writer, having had three novels published.

WILLIAM A. LOWELL II '56

died on February 16, 2020. Lowell was educated in Phippsburg, Bath and MMA. After several years in the Merchant Marine he joined Bath Iron Works as the chief operating engineer then VP/general manager of the Portland Ship Repair Yard. For the past 25 years he owned Maritime Consulting. Lowell was a member of the Naval Reserves for 31 years, retiring as captain. His career took him across the globe. He loved to travel and loved his work which continued until his death. He always maintained contact with the friends he developed over the years, enjoying lobster bakes at his summer home at Cox's Head, poker games, and breakfast at Mae's Café.

CMDR. STEPHEN M. LEVINE '64

died on March 10, 2020. A graduate of MMA and the University of Southern Maine, Levine served in the U.S. Coast Guard as a decorated lieutenant on the USCG *Taney* during the Vietnam War. Upon completing his active duty, he served in the Coast Guard Reserve for more than two decades, retiring with the rank of commander. He was employed by The Travelers and AIG in the safety engineering divisions. Levine will also be remembered for his enthusiastic coaching of youth soccer, being an avid reader, and his culinary creativity.

WILLIAM D. JEFFREY '65

died on February 22, 2019. Jeffrey served as a lieutenant in the U. S. Naval Reserves for 18 years. He then worked for the Massachusetts Port Authority, where his responsibility was the protection of life and property from fire. He was an expert and received a commendation for leadership and professionalism while in command of firefighting, successfully combating an aircraft engine fire with people on board. He became senior pilot for the Port of St. Thomas where he was awarded the U.S. Coast Guard Plaque of Merit and the

U.S. Congressional Certificate of Special Recognition for the rescue of the crew of a runaway vessel off St. Thomas. His career spanned 45 years of public service.

CAPT. PETER D. LIE-NIELSEN '66

died on March 17, 2020. Lie-Nielsen was regimental commander for the academy's corps of cadets. He sailed all over the world in the merchant service, working his way up through the ranks from third mate to master (captain), qualified for unlimited tonnage on all oceans. He was greatly respected in his field. In the mid-1980s Lie-Nielsen moved to Alaska where he qualified as a ports pilot for southeast and central Alaskan ports. He retired in 2017.

WILLIAM M. MARTIN '66

died on February 2, 2020. After graduating from MMA, he went to sea for five years, ultimately becoming a captain. Martin then took a job with Texaco, becoming VP of sales for their lubricant division and had a successful career for 35-plus years. He took great pride in his job and became passionate about the Texaco/Havoline-sponsored NASCAR team, often manning the Texaco hospitality tent and entertaining clients, friends, and family.

MERLE B. PIERCE, JR. '67

died on March 18, 2020. He sailed as an engineer for Texaco from 1967 to 1970 and winters until 1986. He also worked for Stone & Webster of Boston for a year. He returned to Harpswell to be a lobsterman, his lifelong dream.

CAPT. ROBERT W. POWELL, JR. '68

died on January 4, 2020. His career in the Merchant Marine spanned over 34 years and took him all over the world, often for lengthy periods at sea, and involved serving on 23 different ships of various types and sizes, including supertankers. A lifelong learner, he pursued many and varied interests after retiring, including earning a bachelor's degree in Human Foods and Nutrition from Washington State University.

KENNETH L. HATCH '71

died on November 7, 2019. Hatch shipped out with various companies completing with C.S.X. Lines Inc. He was a member of Master Mates and Pilots. Retiring from the Merchant Marine in 2002, he settled

in Florida, summering in Maine. He graduated from the International Institute of Reflexology.

GERALD E. GARTHWAITE '80

died February 3, 2020 in Gorham. "Jerry" served in the U.S. Navy before attending MMA where he was an Honors Graduate. He worked at Gulf Oil Trading and Transportation Co., MEBA, and American Trading and Transportation Inc.

PETER C. BARTLETT '83

died on December 8, 2019. Bartlett made his career in the energy business. He was an active parent and helped coach his children's many teams. Bartlett enjoyed spending time with his family and friends and was known for his infectious laugh.

WILLIAM MOTTOLA

died on April 1, 2020. He retired from MMA in 2004 after 37 years. Mottola was a driving force behind the development of MMA athletics and in the growth of the New England Football Conference. He was Head Football Coach, 1968-1979; Director of Athletics, 1979-2004, and Administrator of the Year in the Northeast in 1987. From 1971 to 2001, Mottola established and served as Director of Camp Touchdown, an instructional football camp on campus, serving hundreds of Maine athletes. He was Commissioner of the New England Football Conference from 1997-2004. In recognition of his 37 years of service to MMA as a coach and administrator, MMA established the William J. Mottola Mariner Athletics Hall of Fame in 2004, and he was honored as its charter inductee. The following year he received the New England Football Writers Award for Contributions to New England Football, and in 2011, The All-American Football Foundation Award for his work as Commissioner of the New England Football Conference. Mottola served on the NCAA Division III football championship committee, including one year as its chair.

He was an associate member of the MMA Alumni Association.

Most Eight Bells entries are obtained from online news sources and edited for length. To access the Eight Bells archive visit mainemaritime.edu/alumni.

Bowdoin in Refuge Harbor

IN 1923, DONALD B. MACMILLAN made his second voyage aboard the schooner *Bowdoin* to the Arctic. This photo shows *Bowdoin* frozen into the ice in Refuge Harbor, Greenland, where she stayed for 330 days.

The expedition was one of 29 to the Arctic made by MacMillan (1874-1970), an educator, aviator, author, anthropologist, and philanthropist who first traveled there as a chief assistant for Robert Peary's attempted passage to the North Pole in 1908-09.

During the stay in Greenland, the expedition gathered specimens, filmed wildlife with motion picture cameras, and gathered ethnographic information about locals. The first short-wave transmissions from the Arctic were broadcast from *Bowdoin* on this voyage.

Bowdoin came into MMA's possession in 1988. And, as you can learn on pg. 10, with her recent rebuild, the schooner will likely return to the Arctic once more in 2021.

Bowdoin's 100-year legacy of adventure, exploration, and research will continue with sailors and researchers of the future, students of Maine Maritime Academy. ■

Photo: courtesy of Peary-MacMillan Arctic Museum and Arctic Studies Center, Bowdoin College



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Annual Fund VISION 20|20

COUNTDOWN TO JUNE 30!

We are weeks away from the end of MMA's Fiscal Year and the deadline for meeting the Harold Alfond Foundation's Challenge: when 20% of our alumni give to this year's Annual Fund Vision 20/20 initiative, the Alfond Foundation will grant \$750,000 toward MMA scholarships.

This means we need a total of 1,480 MMA alumni to contribute before June 30, 2020.

Since the countdown began 1,140 alumni have already given, leaving just 340 alumni donors to go!

Help MMA earn \$750,000 for student scholarships with a donation of any amount, large or small, before June 30.

mainemaritime.edu/support-mma

SEE IT

through

340
alumni donors to go
as of April 17, 2020