

# MARINER

The ALUMNI MAGAZINE of MAINE MARITIME ACADEMY

— ISSUE 1 • 2017 —

## Keeping Business Moving

IBL prepares grads for  
the global economy

## Paying it Forward

Tradition of giving to the  
Annual Fund comes full circle

Midshipman St. Germain wears a  
yellow dot for the "Spot a Reason  
to Give" Annual Fund campaign.





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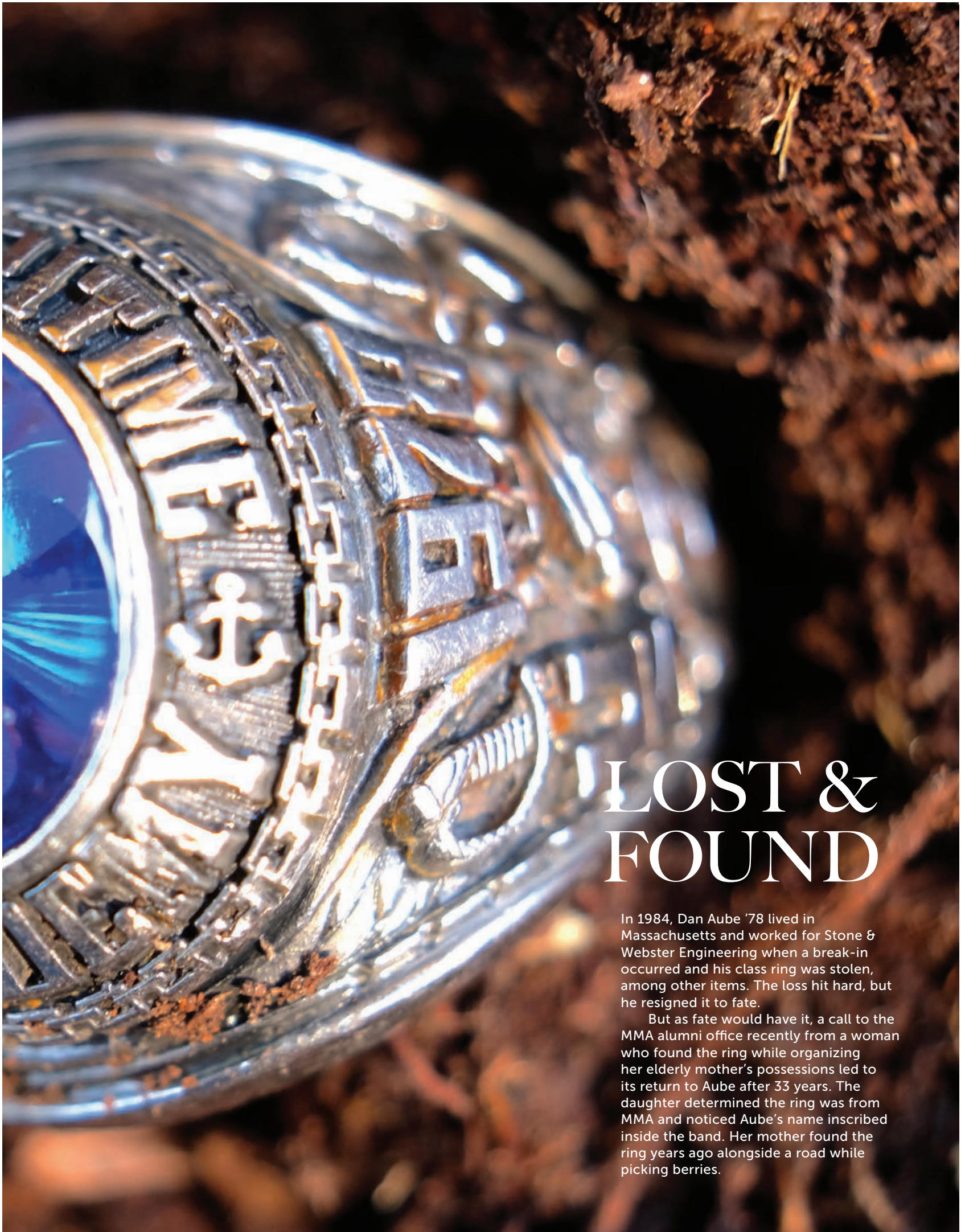
### Eight Bells

Notice of Deceased Mariners

**On the Cover:** Scholarship recipient Brandon St. Germain knows first-hand the importance of the MMA Annual Fund.







# LOST & FOUND

In 1984, Dan Aube '78 lived in Massachusetts and worked for Stone & Webster Engineering when a break-in occurred and his class ring was stolen, among other items. The loss hit hard, but he resigned it to fate.

But as fate would have it, a call to the MMA alumni office recently from a woman who found the ring while organizing her elderly mother's possessions led to its return to Aube after 33 years. The daughter determined the ring was from MMA and noticed Aube's name inscribed inside the band. Her mother found the ring years ago alongside a road while picking berries.



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# Special Delivery

A new graduating class and efforts to help you stay connected

THE 74th COMMENCEMENT WAS TRULY A happy day, as always. Despite some rain, we had record attendance as families and friends watched the ceremony.

In my remarks to the Class of 2017, I noted our heritage—75 years of rigorous, hands-on education that, through every graduate, has earned Maine Maritime Academy a world-renowned reputation. It is now up to them to continue that heritage.

As they do so, I hope they will honor those who came before them and lend a helping hand to those who come after them.

Our Commencement speaker and colleague from my political days, U.S. Senator Susan M. Collins, spoke of a similar respect for our alumni and heritage. Most important, she commended our alumni who are doing great work around the world.

There is a balance we strike in our work at Maine Maritime Academy: to honor and respect our history and keep traditions alive for new students, our community, and friends, while also looking ahead, planning for the future, and taking advantage of new opportunities.

One of the ways we strike that balance is right here in the *Mariner* magazine. This is one of the venues where we all stay connected, through the years, and through the changes that inevitably transpire.

As you look through the magazine, you will see some changes are afoot. As many of you know, the *Mariner* staff fielded a readership survey distributed to more than 3,000 alumni with email addresses, and we received much-needed input on the content and delivery of the magazine.

The goal of the survey was to determine

*Mariner*'s approval rating and topics of most interest to alumni, as well as to gather input that will help in planning for the future.

The takeaway from the survey and other feedback is that alumni are keenly interested, first, in staying connected with other alumni via news, such as professional updates and Class Notes; second, *Mariner* is their number-one source of information about MMA; and, third, they want to know of the academy's progress and growth, student achievements and academic experiences. Survey participants also noted they appreciate stories that reflect institutional history and traditions.

Through *Mariner* we all stay connected, through the years, and through the changes that inevitably transpire.

In addition to addressing magazine content, we plan to reach more alumni where they are, which translates to expanding delivery avenues. Digital editions of the magazine that are easy to read for devices of all sizes is ultimately the way to increase that reach, and we will update you as we make progress on that front.

Please let us know what you think of the new columns, such as First-Person, Entrepreneur and Sea Stories.

For more on the survey results, visit [mainemaritime.edu/mariners-forever/stay-connected/mariner-magazine](http://mainemaritime.edu/mariners-forever/stay-connected/mariner-magazine) on the web.

As always, please keep in touch. ■



Hats fly as graduates celebrate at 2017 Commencement.

## ALUMNI PRESIDENT'S MESSAGE

# Your Alumni Ambassadors



**"We have  
Class Agents  
representing 53 of  
72 classes."**

'lost' alumni. As of this printing, we have Agents representing 53 of 72 classes.

For more information on Class Agent involvement, please contact the Alumni Office at [alumni@mma.edu](mailto:alumni@mma.edu).

Thanks to all who participated in the Maritime Alumni Participation Challenge. MMA outdistanced Mass Maritime and SUNY Maritime alumni donors by more than 2 percent during the challenge. This year's event was shortened by 12 days, but we had almost as many total alumni donors as last year! Well done.

Homecoming 2017 planning is well underway. Save the dates of September 15-17 for what will be another fun-filled campus event. Registration materials will be mailed and also available online in July. I hope to see you there.

Best regards,



Joe Cote

ON BEHALF OF THE MMA Alumni Association, I'd like to extend a heartfelt congratulations to the 2017 graduating class. We encourage you to stay connected with your alma mater and invite you to participate in your local alumni chapter or group. When we come together, we all benefit by networking and creating opportunities to help fulfill or jump-start our professional careers. Please don't hesitate to reach out to the Office of Alumni Relations if you have questions on how to get connected.

Shawn Longfellow '86, chair of the Alumni Association Involvement Committee, the staff in the Office of Alumni Relations, and many others, have been very busy on the Class Agent initiative. A Class Agent is an ambassador for his or her class year who serves as a peer-to-peer liaison between fellow classmates and MMA. The Agent will assist the Association to obtain accurate alumni contact information, improve communication among classmates and with MMA, and encourage alumni to engage with the academy through events, volunteer opportunities and reconnecting with

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# Campus Currents



## Cool Co-op at BMW

Overseeing logistics of classic cars made the experience zoom by.

LYLA MATHIEU LIKELY WAS BORN WITH A wrench nearby.

Mathieu, a senior in International Business and Logistics, has been around cars nearly all her life, as her father owns a body shop in which she began to participate as part of the business when she was 15. “I just fell in love with cars,” she says, “and about the same time I spent a year living and attending high school in Germany.”

During that experience, she became interested in a particular kind of car—BMW, based in Germany since its inception in

1916. Her passion for the cars started a gear that has been turning ever since, and led to a successful six-month co-op with the prestigious manufacturer in Munich, Germany.

“Her background, personality, experience and prowess for being a true professional exemplifies the entirety of the IBL program,” says Don Maier, Ph.D., Dean and Professor, Loeb-Sullivan School of International Business & Logistics.

Mathieu’s co-op involved assisting in transportation logistics for automobile events held around the world. BMW owns some 1,400

IBL senior Lyla Mathieu at the wheel of a 1937 BMW 327 sport Coupé, part of a collection she helped manage.

## CAMPUS CURRENTS

show vehicles in its collection that were displayed in more than 250 events last year.

“An example might be an event in Italy,” says Mathieu. “They would ask for particular cars in the collection for certain dates. It was my job to assist in getting those cars ready, working out customs and transportation, air freight, costs, and creating quotes and estimates for the host company.”

She also helped with vehicles used for changing exhibits in BMW’s museum, which in 2016 involved the company’s centennial celebration.

“It was my job to keep track of that fleet and make sure they were sound and road-worthy,” says Mathieu. “I was able to drive around 300 antique BMWs,” which was a great perk, but more important was the appreciation that was acknowledged for her work ethic. “I’ve always been pretty focused on what I want and what I need to do to get there,” she says.

“The experience gave me a different perspective on corporate culture, especially German culture and how they value hard work,” says Mathieu.

“As an American, the expectation was that I wouldn’t have the same standards, but I love to work. The job was only supposed to be 35 hours a week. I worked 60, and it showed them I was in it wholeheartedly.”

The best part of the experience was “the trust they ensured in me,” she says.

“My boss asked if I could drive antique vehicles (some of which are priceless), and I said, ‘Yes—absolutely. I have my whole life.’ ■



Green crabs are only one of many threats to the regional marine environment.

## OCEAN STUDIES

# Quahog Awards

Conservancy provides Ocean Studies seniors with research fund backing

CASSIE LOPEZ HAS HANDLED HER share of European Green Crabs, which are considered one of the world’s most harmful invasive species.

As one of three Quahog Bay Conservancy (QBC) research award recipients, Lopez will have a chance to see more of them and other marine life as part of her capstone project investigating human disturbance on marine invertebrate biodiversity in Acadia National Park’s intertidal community. The money will allow her more travel to the park, and more chances to investigate, sample and build statistical analysis than would have otherwise been the case.

“I never imagined I would be able to do such unique work in a national park,” she says. “I’m extremely excited at the prospects.”

So is Jim McKenna, Ph.D., Chair of the Corning School for Ocean Studies: “We are excited about our partnership with QBC. They have generously donated \$5,000 in support of undergraduate research at MMA.

In addition to student financial support, through the competitive application process we have developed for the funds, students are also learning real-world research grant writing skills.”

In creating the fund and selecting winners, the Quahog Conservancy, founded in 2014, considered marine science research that may or may not directly affect its mission of restoring the ecosystem of Quahog Bay, which feeds into Casco Bay.

“We’ve implemented several innovative programs that target threats to Quahog Bay,” says Nicole Twohig, QBC Program Manager. “In the process we’ve

worked with local organizations to strengthen our efforts. We wanted to better integrate with the academic community, so we decided to work with MMA, which is known for its programming strength. We see it as the beginning of a long-term partnership.

“We think students are incredibly creative, and that’s what it takes to solve the complex problems facing the marine environment.” ■

We decided to work with MMA, which is known for its programming strength.



## REGIMENT

# MMA HOSTS MARITIME ACADEMIES CONFERENCE

MMA PROUDLY HOSTED the inaugural State Maritime Academy Leadership Conference during the weekend of March 24, 2017. Current and aspiring student leaders from Maine Maritime and Massachusetts Maritime Academy gathered to share ideas, network and participate in presentations offered by leaders in transportation, business, manufacturing, construction and energy.

Delegates were welcomed by President Brennan during the opening dinner, and later attended the Inaugural Founders Day Ball.

Bethann Rooney, Assistant Director of Ports for the Port Authority of New York and New Jersey, and a SUNY Maritime alumna, offered Saturday's keynote address, "Leadership in the Changing and Challenging Maritime Industry."

The program continued with presentations by MMA alumni Capt. Gordon "Mac" MacArthur '00, Peter Mento, Ph.D. '93, John Sewall '87, and Alumni

Association President Joseph Cote '82. Speakers discussed their career paths and how experiential, hands-on learning at MMA shaped their abilities to lead, mentor and collaborate with other professionals.

Following, delegates enjoyed friendly competition in a 5K fun run, turns on the climbing wall and pick-up basketball games. The day concluded with a roundtable discussion in which leaders shared challenges and solutions for implementation on their campuses.

The weekend culminated with the presentation of challenge coins to attendees by Commandant of Midshipman, Capt. Nathan Gandy and a palpable spirit of camaraderie among the student leaders participating in what will become an annual event.

— BY LT. ALLISON SMALL

**Student leaders had a chance to rub shoulders with and learn from successful alumni, as well as enjoy fun and fitness challenges.**



## ARTS & SCIENCES

# Ireland Itinerary

## Study abroad fosters global know-how

WHEN PROFESSORS KIM AND LEON RAIKES told the group of 14 students who participated in MMA's Ireland Study Abroad program this May that they were covering Holy Ground, they weren't exaggerating.

Now in its ninth year, the Irish Study Abroad program allows students to enroll in two courses for three credits each related to Irish history, art, literature, environment and Celtic spirituality. They visit prehistoric and early Christian sites, including Clonmangoise, an early monastic site, as well as megalithic tombs, Celtic holy wells, and other landmarks in the Irish Republic and Northern Ireland.

"Few students have been able to see and touch history that reaches back 5,500 years, or to experience how these places exude spirituality and historic meaning in the lives of the present day Irish inhabitants," say Kim and Leon.

Home base for the group are traditional thatched cottages in Tullycross, Renvyle, County Galway, Ireland. The village is home to a few hundred people and in an area famous for hill-walking, pony-trekking, angling, traditional music, deep-sea shing, and Gaelic heritage.

"During our stay in Tullycross, students walk a lot and depend on meeting local people both out of the necessities of daily life and out of the need to conduct primary research for academic projects. From this experience of connection, students gain an awareness of European world views, as well as personal self-confidence and global enhancement of their career paths," according to the Raikes.

"For example, some students explore modern Irish uses of power technology and climate control, while others research similarities between Irish and Maine coastal habitats."

One of the goals of the program is to foster a life-long interest in students for learning about other cultures through their immersive experience in Ireland.

"The payoff for their future professional careers is that they learn to work with others from a different culture to achieve their goals, which will be a reality for many MMA graduates," say Kim and Leon. ■

## CAMPUS CURRENTS

### NROTC

## CADETS HOST UNITS FROM 10 SCHOOLS FOR CHALLENGE

NEARLY 150 JROTC and Sea Cadet students from 10 schools in Maine and New Hampshire were hosted by MMA and University of Maine Naval and Army ROTC students at MMA on the weekend of March 31.

They were treated to a variety of unique events and activities. For example, after cadets checked in—and completed a brief and exciting evacuation drill—they were berthed aboard *TS State of Maine*. This was the first time in at least the last decade JROTC students have been berthed on the ship. It was a great opportunity for

these JROTC students to have a glimpse of what ship life is all about.

Saturday events began with a physical training session led by Gunnery Sergeant Dean Begaye, USMC. After breakfast, the cadets visited MMA facilities, including the diesel lab where they learned about different engine components and function; the wet lab where they observed sea life being studied; land navigation at Fort George led by the University of Maine Army ROTC; bridge simulation in the BIW building where they drove a destroyer; a leadership presentation; and an ocean survival lab in the Bok Pool.

All of this and more were made possible with help from 75 Navy and Army ROTC midshipman and cadets, active duty staff and Midshipman Tristan Albert, who was primarily responsible for planning the event.

"I believe our unit and partners," he says, "have instilled a sense of pride in making the Leadership Challenge Weekend better than the previous year."

—BY MIDSHIPMAN BRENDAN BRODERICK



Cadets not only got a taste of life aboard *TS State of Maine*, but the flavor of Marine fitness training provided by USMC Gunnery Sergeant Dean Begaye.



### ENGINEERING

## Sea Service

### Using military sea service to upgrade merchant marine credentials

ASSISTANT PROFESSOR HANK STEWART ACCRUED many years of sea service on U.S. Navy warships. He joined MMA upon his retirement, and after taking required Standards of Training, Certification and Watchkeeping for Seafarers (STCW) courses, Stewart requested the U.S. Coast Guard (USCG) review his Naval sea service and apply it toward upgrading his Third Assistant Engineer's license.

The USCG eventually determined he met requirements for licensing as an Unlimited Chief Engineer of Steam, Motor and Gas Turbine propelled vessels, upon completion of the license examination.

Along the way, Stewart learned a few things that might interest other alumni seeking license upgrades based on military sea service.

—Merchant mariner credentials are not required to operate military vessels. Therefore, many licensees forgo upgrading or maintaining active credentials. We recommend licensees place their documents in continuity to prevent expiration.

—The USCG's process of evaluating military sea service is convoluted and lengthy. To help, consider hiring a consultant to assist, as questions and clarifications between applicants and examiners can be repetitive and time consuming. (Use web search: "maritime license consultant.")

—We recommend veterans provide a cover letter with their application stating credentials sought and listing dates assigned to military vessels as qualified deck or engine watch officer along with ship names, tonnage and horsepower ratings. Normally 60 percent of sea time on a military vessel is credited. The letter should be supported by qualification letters, relevant information from your service record and copies of certificates from USCG-approved courses.

—Once your package is submitted, cheerful patience and a consultant can help. Stewart's license upgrade took several months with his consultant answering inquiries on his behalf. He used this time to study for the examination and his Unlimited Chief's license. — BY ASSIST. PROFESSOR HANK STEWART '92 AND PROFESSOR LAURIE FLOOD '93, CHAIR, DEPT. OF ENGINEERING

PHOTOGRAPHS BY (CLOCKWISE FROM LEFT): CLARA LARENCE; BIW; TESLA; HALEY ECKERT '16; MMA ATHLETICS



## CAREER SERVICES

# Tesla Offers

In need of engineers, the famed car company comes to Castine.

MANY PEOPLE ASSOCIATE MMA WITH the maritime trades rather than hi-tech auto manufacturing, but a recent visit by two representatives from Tesla Inc., the renowned electric car producer, resulted in job offers for eight MMA engineering students.

The Tesla factory in Fremont, California is one of the world's most advanced automotive plants, capable of producing 100,000 cars annually, but plans call for an expansion to produce 500,000 a year, and the need for engineers to make it happen.

One of the Tesla reps, Robert Howe, had worked for a New Hampshire nuclear power plant and had experience with a number of MMA grads there who impressed him with their capabilities. When the new personnel needs were announced at Tesla, according to Tim Leach '10, Director of Career Services, Howe said, "I knew right where to go: MMA."

Leach adds, "He knows we produce graduates with solid academic credentials and practical skills that you typically don't see

with other engineering graduates.

"There are plenty of engineers who can design things, but not so many who can build them if necessary."

"MMA grads have the functional skills, knowledge and diligence that are a perfect fit for Tesla's situation where problems have to be solved on the floor in a practical way, quickly."

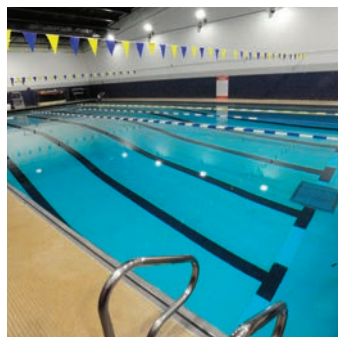
For reference, when Tesla unveiled the Model 3 electric auto in 2016, its first for the mass market, a week later global reservations totaled 325,000 units. ■



Tesla's Fremont factory scheduled for dramatic growth.

## ATHLETICS

# MMA TO ADD SWIM TEAMS



THE ACADEMY WILL OFFER men's and women's swimming with varsity competition beginning in the 2018-2019 season.

The addition of an intercollegiate swimming team marks the seventh men's and sixth women's NCAA intercollegiate program offered by MMA, which competes in Division III.

"There is demand among our current and prospective students and our pool is an underutilized asset on our campus," said Director of Athletics, Steve Peed. "I am incredibly excited for the opportunities we are creating and I look forward to watching

our athletes compete."

The Mariners will compete in Bok Pool and MMA will seek a limited club competition schedule for the 2017-2018 academic year. The team will make the leap to varsity status for the 2018-2019 academic year, allowing adequate time for minor renovations to Bok Pool in order to make it competition-ready.

Peed expects to begin searching for the program's first head coach early in the spring of 2018. ■

## TAKE THE QUIZ

# ARCTIC NAVIGATION KNOW-HOW

As Arctic ice vanishes, new shipping routes open, and Capt. Ralph Pundt '77, Professor of Marine Transportation, leads the way on developing ice navigation courses and more. Here are sample questions from one of his quizzes (with correct answers in bold/italics):

### 1. Which best defines a pressure ridge?

- a. Pressure ridges occur mostly in newer ice
- b. They are navigational hazards because of thickness, rather than their strength
- c. Pressure ridges extend downward 4 to 5 times as far as they extend upwards
- d. All of the above**

### 2. The initial course of icebergs which find their way to the North Atlantic shipping lanes is:

- a. South along the West coast of Nova Scotia
- b. North along the Greenlandic West coast**
- c. North along the East coast of Labrador Canada
- d. South along the Labrador coast

### 3. According to the Polar Code, maximum expected time of rescue means the time adopted for the design of equipment and system that provide survival support. It shall never be taken as less than:\_\_\_\_\_ days.

- a. 12
- b. 15
- c. 5**
- d. 30





# The nuts and bolts of how it works and why it matters—from those who make a difference

by Billy Sims

**A**T 7:30 ON APRIL 19, Brandon St. Germain, a sophomore majoring in Marine Engineering Operations, heads out the door from regimental muster to his first class with a bright yellow paper dot affixed to his chest. Similar yellow dots are on the shirts of other students, faculty and staff, and most buildings on campus. They are a reminder to “spot a reason to give” to the MMA Annual Fund on Giving Day.

St. Germain is one of those reasons. He not only works hard academically, but also puts in hours as a Resident Assistant, one of the most responsible student leadership positions on campus. He is aided by two scholarships. “Without financial aid, I wouldn’t be able to attend MMA,” he says.

Yet, in spite of the need to live frugally, he has made a modest contribution to the Annual Fund on Giving Day.

“I think it shows that even now as a student, you can make a difference by just participating—showing that you care for the future, for those who will be upcoming and taking your place here at the academy.”

Giving Day, a first-ever, one-day, on-campus giving campaign with the goal of achieving 10% participation among faculty, staff, and students, concluded successfully with a participation rate of 19.83%, nearly doubling the goal and securing a \$10,000 gift from an anonymous donor.

## Full Circle

Upon hearing St. Germain’s statement, Capt. Richard Spear ’43-2, nods and agrees. Spear, a spry 95 years of age, has been a generous and consistent contributor to the Annual Fund since the late 1980s.

As part of the first full class at MMA, “I graduated on Saturday, and stepped aboard a ship on Monday,” he recalls. Such was the urgency of wartime.

Spear went on to have a long career related to the sea, the last 30 years of which were spent as manager of the central Maine ferry service.

“I give to MMA because it did so much for me,” he says. “If I hadn’t graduated from there, who knows what I’d be doing. I appreciate the education I received. It helped me through life. And I want to help provide that opportunity for others.”

From the oldest to the future classes of graduates, alumni make MMA unique and strong in so many ways. Contributing to the Annual Fund is one of those fundamentals.

## What is the Annual Fund?

The fund provides discretionary dollars that enable MMA to respond to immediate needs, new opportunities and fresh ideas. Donations to the Annual Fund also support financial aid, academic innovation and student life initiatives for students.

Donations make a difference. They...

- Increase financial aid for students
- Defray the overall cost of student tuition and expenses
- Upgrade facilities and equipment on campus and at sea
- Fund faculty professional development and research initiatives
- Provide funds to keep current with new teaching technologies
- Fund students and faculty to attend conferences, present papers and continue the excellence that has given MMA its international reputation



# nnual fund



3/C Brandon St. Germain



Capt. Tim Leach '10

In 2016, \$661,000 was raised for the Annual Fund. It would take nearly \$13.2 million in endowed funding to generate that same level of giving for MMA programs in a single year. (Five percent of \$13.2 million equals \$661,000. Five percent is the target number used by MMA to withdraw money from the endowment to operate the college, although it varies from 3-6 percent.)

## Every Dollar Counts

Tim Leach '10, Director of Career Services for the past six years, is a well-known and respected professional on the MMA campus. He helped start the Tug and Barge Operations Program, teaching in it for 18 years, and then became the Waterfront Manager for 10 years before moving to Career Services. Leach began giving to the Annual Fund via payroll deduction at about the same time.

"The Annual Fund is an effort that covers expenses, over and above a normal budget," says Leach. "Our program here is very expensive, and the Annual Fund allows the institution to offer add-ons like tug and barge operations.

"An institution like ours can't afford to have important extras without this funding, can't afford to be buying simulators, can't afford to have the expensive lab pieces that go with a hands-on experience—unless you have people giving a little extra.

"I've heard some alumni refer to it as the Black

Hole," says Leach. "However, I've always said, 'No. It really covers those parts of the menu that would not be served if it wasn't for the added dollars that were contributed through the Annual Fund.'

"I give a little bit every week, and it adds up to a gift amount for the year," he says. "I don't even think about it. While the dollar amount is not significant, I've become part of that percentage that gives internally."

Outside charitable funding organizations, such as the Harold Alfond Foundation (which invests significantly in education, healthcare and other causes in Maine) is an example of a large funding source that, Leach says, wants to know, "What is the internal giving rate?"

It comes down to the fact that it's not always how much you give, but that MMA has a significant participation level from its community of leadership, students, staff and alumni.

"That's one of the main reasons why I contribute," says Leach. "I want to be part of that percentage that makes it possible so MMA can reach out to other organizations and compound my gift with gifts from outside.

"Here's why I urge other alumni to give: You get a tax deduction. You support an institution that helped train you for the job you have. You drive the percentages up so other organizations will give. And you know that your money is going towards add-on programs that are expensive, that wouldn't otherwise be offered."

“

While my contribution is a drop in the bucket comparatively, together we are strong.

”





Ken and Susan Gordon



Capt. Richard Spear '43-2

## Multiplying Effect

Many alumni who contribute to the Annual Fund make their gifts go further by taking advantage of corporate matching gift programs provided by their employers. Bob and Patti Pfeiff have a son, Robert attending MMA, and their contributions are matched by Bob's employer, Microsoft.

"Taking advantage of matching funds helps us maximize our contributions on an annual basis," Bob says.

The Pfeiffs target their contributions as "restricted gifts" to support extra-curricular programs, such as the rugby club and student financial assistance. Restricted gifts, also known as donor-designated gifts, are an option for any contributor to the Annual Fund.

Other examples are specific academic departments, facilities, financial aid, or a favorite athletic program.

## Up to Alumni

Frank Famulari '67 is the longest consecutive MMA annual donor on record.

"What Maine Maritime Academy means to me," says Famulari, "I could not possibly put a dollar value on.

"MMA provides you the tools to do your job and do it honestly and ethically."

As for his career, Famulari says, "When we got out of school, it was at the height of the Vietnam War. We were fortunate that we were able to

fulfill our military obligation by serving in the merchant service.

After shipping out, Famulari became a quality control engineer at the Pilgrim Nuclear Power Station in Massachusetts, eventually becoming the Manager of the Quality Assurance Department. He retired in 2014 after 41 years of working in the nuclear power industry. His gifts to MMA were also matched by his employer, like the Pfeiffs, which had a multiplying affect.

Famulari says part of the proof of the importance of Annual Fund giving is to simply compare the campus to years ago when he attended: "If you look now, and compare it to photographs from the 60s, you wouldn't recognize the place.

"I had the realization that without alumni contributions, the school goes nowhere," he says. "There is only so much money they're going to get from the state and tuition. So it's up to the alumni to be one of the foundations of the growth of the school. As the school grows, the reputation grows and we're all proud of that."

And he paraphrases an observation he overheard: "We have enough benches, enough shrines and statues. What we need is more pass-through scholarship money because the state of Maine has not kept pace with the increase in tuition.

"It's one reason we should contribute," he says, "to reduce the tuition burden on students, to give them the opportunities we have enjoyed."

“

MMA has helped me through life. And I want to help provide that opportunity for others.

”

## Giving Tradition Upheld

Ryan Armstrong '14, is a third assistant engineer for Crowley Maritime and was a student member of the MMA Board of Trustees. He has a great start on his career, which is no coincidence because of his hard work and connections to MMA that run deep within his family. His father, Rich '86 and uncle, Mark '85 are alumni. His grandfather, Ed, was president of the Parent's Association while they were students.

The family also has a charitable tradition with MMA that Armstrong has joined as an Annual Fund contributor.

"I give to the Annual Fund to assist the academy as others before me have," he says. "If not for alumni support, I wouldn't have had the excellent experience and education I obtained."

Only three years out of school, Armstrong says his means of giving back are limited financially, but he also serves as Vice President of the Bangor Seadogs alumni chapter and hopes to broaden his giving in the future. "So, while my contribution is a drop in the bucket comparatively," he says, "together we are strong."

"When you combine the contributions of my classmates and I," he says, "now you've got something."

"Every year, I hope to see our class contribution percentage grow. We understand the challenges the academy faces and how we can help. So far we're doing great!"

## Other Ways to Give

Ken and Susan Gordon have a son, Ross '01, who graduated from the IBL program. They make consistent contributions to the Annual Fund and are members of the Mariner's Society, which recognizes planned gifts from estates.

"The annual gift is an easy way to contribute on a regular basis," says Ken. "And our estate plan fulfills a desire to use some of our remaining investments for a civic purpose."

"Our contribution mixed in with that of many others provides a level of stability for MMA. It is important to keep the cost of attending MMA at a level that does not exclude young persons that may have limited means."

Ken challenges all who care about MMA: "Take a look at the young men and women who graduate from MMA."

"See what they can contribute to society. See the pride related to their school. And, you will feel good paying forward for these fine students." ■



Two classmates recognize the need and establish a new fund. More are needed.

## Scholarship Startup

JOHN PAULSEN AND WAYNE NORTON are close friends, both successful graduates of the class of '86. Last year they started a scholarship via their Annual Fund contributions, named the Dirigo Scholarship.

"I contribute to the academy in several ways because I want to see MMA continue to grow and thrive as a great provider of higher education in an extremely competitive marketplace," says Paulsen, the owner of Valve Solutions, Inc.

The scholarship was created with few stipulations: he or she must be from Maine, in the regiment, and in need of financial aid.

Paulsen and Norton plan to bring several additional alumni into partnership to ensure the continuation of the scholarship.

"I also donate to MMA to ensure the academy thrives," says Norton, "and to demonstrate my appreciation for those who donated when I was enrolled and in need of financial support by way of grants and scholarships."

Norton works part-time as the senior executive for Maine Yankee, Connecticut Yankee and Yankee Rowe Nuclear Facilities, and is CEO-Owner of Norton Consulting Services.

"My wife, Kelley and I also contribute to MMA in other ways, including the General Fund, as well as targeted fundraisers. But for us, the Dirigo Scholarship is a way to provide specific support to a student in need."

"Even though the general fund and targeted donations that focus on the 'bricks and mortar' are important, the scholarship is a designated contribution we make with the hope of having a positive impact on a young student's life with a demonstrated need that might otherwise go unresolved."

Craig Dagan, MMA Head Women's Basketball Coach and Advancement Associate has seen first-hand the results of the generosity of the Paulsen and Norton families.

"They have been very generous to us over the years," he says. "They're involved in giving to their class (1986), to Athletics, and now have jumped on board in another way by establishing the Dirigo Scholarship."

"They have a passion for MMA that helps us move forward in such a positive way."

“Take a look at the young men and women who graduate from MMA... And you will feel good paying forward for these fine students.”

”

To learn more about the many ways you can support Maine Maritime Academy contact:

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Sharyn Pohlman, Major Gifts Officer, sharyn.pohlman@mma.edu, 207-326-2471

Craig Dagan, Advancement Associate and Head Women's Basketball Coach, cdagan@mma.edu, 207-326-2372





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*TS State of Maine*  
embarks on the 2017  
Summer Training Cruise  
on Wednesday, May 10.



# Cruising Classroom

The 2017 training cruise is underway, and with its return will arrive more capable and confident midshipmen.

*by Billy Sims · photographs by Haley Eckert '16 & Billy Sims*





**(From left:) Capt. Les Eadie, Master of TS *State of Maine*, Cadet Chief Mate Bob Euler and Commandant of Midshipmen, Capt. Nathan Gandy at the ship's chart table**

"NOW HEAR THIS, NOW HEAR THIS..." is the prelude to pipes announcements that are part of life at sea. Just one of a thousand things to which you learn to pay attention—some obvious, some not—like having a sense the ship is turning while underway just by sound and the change in its vibration.

As has been the case for generations at MMA, when this year's cruise is complete, having carried nearly 280 students, crew and staff to ports from Charleston to across the Atlantic and back twice, the midshipmen who walk down the gang plank will be different from when they departed Castine on May 10.

"They return with more awareness," says Commandant of Midshipmen, Capt. Nathan Gandy '92. "In the end there's a huge transformation."

After graduating from MMA, Gandy was a naval aviator, specializing in helicopters for 20 years. He was drawn back to MMA after retiring from active duty to serve as Commandant in 2012. He also serves as dean of maritime training. Since his return to MMA, he's seen more than 1,000 students in the regiment walk the quarterdeck of TS *State of Maine* (TSSOM).

While the ship is used nine months of the year for various classes, it comes to life with the annual cruise. The cruise mission is to foster professional competence, self-discipline, self-confidence and leadership.

This includes the practical application of learned professional knowledge and skills, experiencing the demands of shipboard life, practicing the teamwork needed for a successful voyage, encountering differing cultures, and working effectively in a shipboard management and organization structure.

There are four facets to the experience: classroom instruction, hands-on instruction (watch and maintenance), personal adaptability to close social living through self-discipline, and shared responsibility (shipboard life).

While requirements and assessments have evolved over the years—certainly since the 1943 class of MMA midshipmen sailed aboard the schooner *Mattie*—the overall goals are little changed.

"The cruise is when students put into practice what they've learned in class," says Capt. Les Eadie '76 who has served as Master of TSSOM since 2011. Eadie has the ultimate responsibility for the efficient operation of the ship and the safety of all personnel. His years as a MMA student, Merchant Mariner, MMA Training Officer, Instructor and Master serve his calm approach to just about anything that might happen aboard, "but there's a lot of things to think about."

The basic organization of the cruise has 4C (or fourth class, freshmen) cadets aiming for their AB license do 90-day stints on the cruise, with classroom instruction, "a few less than desirable duties," says Gandy, "and they rotate between deck and engine watches to learn the operation and pulse of the ship."

(Their second year, they participate in cadet shipping with commercial maritime companies to learn about "real-world pressures and practices," says Eadie. They also are assigned a Sea Project that Gandy says helps them "learn a new ship to the degree and detail expected of an officer newly reporting aboard. When complete, they know the ship from stem to stern and all the systems between.")

Their last cruise aboard TSSOM as 2C (second class, juniors) brings to bear all the classroom experience they have had, be it in simulators, engineering, equipment function, and more. And they're responsible for much of the operation of the ship, in particular, for training of the 4C cadets.

"When you operate a simulator and it breaks," says Gandy, "you wait for someone to come repair it. When you're responsible for the ship and it breaks, it can't go on and perform its intended mission, and there's a much bigger cascading effect."

"The cruise serves to bring into focus the accountability and responsibility training they've had and demonstrates why it's important. It bridges the academic to application."

Cadet Chief Mate Bob Euler, a marine transportation major, has important responsibilities aboard ship in the area of safety, conducting related drills and fire emergency response exercises.

"But I'll also be doing celestial navigation training for the freshmen," he says. "A big part of my grade will be based on how well that training succeeds. So their performance will reflect on how well I do."

"What I've learned that applies to the real world is leadership. How to deal with different types of people, how to be in charge of people who are maybe older or have sailed longer than you."

Gandy says the regimental experience and especially the cruise yields "students who come to recognize the value of holding themselves accountable and to a high standard."

And whether at sea or land in their chosen profession, they come to appreciate those qualities and "the sense of belonging to something bigger than yourself, which carries throughout your life." ■

To follow this year's cruise, go to [cruise.mma.edu](http://cruise.mma.edu)



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As part of a capstone project, IBL graduate students helped create a strategic plan for the Bangor International Airport to encourage its use as a freight hub.

The IBL program prepares graduates for the global economy with business fundamentals, practical experience and a focus on logistics. *by Laurie Schreiber*

# Keeping Business Moving





**I**N 2014, GRADUATE STUDENTS completing their strategic capstone project with Professors Mark Shaughnessy, George Schatz, and Dr. Donald Maier in the Loeb-Sullivan School (LSS) of International Business and Logistics, drafted an extensive strategic plan for Bangor International Airport (BGR) to build out as a hub for freight transportation.

“Bangor International is primarily a passenger airport, but BGR management and our faculty felt it had a possibility of becoming a freight airport as well,” says Shaughnessy.

The students performed extensive research and presented a plan on how to implement freight operations at BGR. The airport is uniquely located because it’s closer to Europe than any other in the nation, and has less air congestion.

In the process, they discovered the Anchorage, Alaska airport is situated similarly to Bangor—the closest airport in the United States to Asia—and has become one of the busiest freight hubs in North America because of that proximity.

The students looked at what made that work and proposed ways for BGR to take advantage of its location. Because it was a strategic air command military airport, the students determined the infrastructure—hangars, tarmac and storage facilities—was there to handle freight.

“To get the freight flowing,” says Shaughnessy, “our students developed a marketing plan to talk to freight carriers and users across Europe and Asia, and they illustrated the economic benefits for carriers who use Bangor versus flying to Boston or elsewhere on the East Coast.”



**Above:** Assistant Professor Kirk Langford guides Sergio Irrizarry in working with MercuryGate, a widely used multimodal TMS (Transportation Management System). **Right:** Graduate students participate in a Lean-Six Sigma Yellow Belt Quality training seminar in the Logistics Lab.

This planning process was no pie-in-the-sky exercise. The students presented their plan to BGR's management and political leaders, and it's now being used as a development blueprint. Real-world, participatory work sums up the nature of LSS programs. The undergraduate degree program, now in its 20th year, provides a broad business education with an international emphasis and focus on logistics, a profession that provides the links within and between companies as they create and move products in the global economy.

Students in the graduate program, now in its 30th year, develop leadership skills through specialized courses that deal with the challenges of logistics in domestic and global supply chains. With similar curriculum, the school's online graduate program allows working professionals to further their careers in the field. (For more information, email [info.ls@mma.edu](mailto:info.ls@mma.edu).)

The school, which has summer co-ops, business internship opportunities and longstanding relationships with industry, fulfills its mission of instilling confidence, competence and professionalism, thus preparing students for jobs immediately upon graduation.

## What is logistics?

"Nothing moves without logistics," says Donald Maier, the school's dean since 2011. "Other MMA programs teach how to manage and move a ship.

We look at the last mile, as we refer to it. Once freight comes off the ship, logistics makes sure the customers receive their goods on time. We look at the process from beginning to end, from raw materials to finished goods, to the customer."

Maier offers an example: "Where does a pencil come from? Everyone says, 'China.' But it [typically] comes from different companies around the world. The eraser might come from South Korea, the tin from China, the lead from the U.S., and the wood from somewhere else, and it's all assembled in Mexico and then distributed from the U.S. That's just a simple pencil."

"Now, look at a product like a Boeing aircraft. Boeing is able to produce 52 aircraft (of its 737 produced annually) in one month. Imagine supplying that kind of operation. That's what logistics is all about."

At the time of the school's founding, global trade was on an upswing along with associated technologies. "So from our perspective, it was a normal transition to get into logistics," says Maier. "Goods were moving across borders and different trade agreements were coming online."

The school was founded in 1987 as a graduate program. It was first directed by Wallace Reed, a former Naval officer who taught for 21 years at MMA. Dr. Shashi Kumar '87, now Deputy Associate Administrator and National Coordinator for Maritime Education and Training at the U.S. Maritime Administration had earned his M.S. in



Maritime Management at MMA and was chosen to teach in the LSS graduate program, with a joint appointment in the Department of Nautical Science (now Marine Transportation Operations).

Early on, LSS was a modular program offering a master's degree in maritime management and designed as an introduction into business for seagoing officers.

"There were seven modules and graduate students could take two courses a module," says Professor George Schatz, appointed in 1989 to LSS, also with a joint appointment in Nautical Science.

"It was a very demanding program. Each module was just under four weeks in length," says Schatz.

Modules allowed merchant mariners to meld studies with their work schedules. Into the early 1990s, about half the students were from countries other than the U.S., attracted by MMA's reputation, the modular schedule and the idea of folding business courses into ship management. "We had a market niche," says Schatz. But in time other programs eclipsed that advantage.

In the 1990s, Kumar, with assistance from Schatz, began pushing for an undergraduate program, which was instituted in 1997. The launch of undergraduate studies was timely. "Logistics became important to a lot of companies," says Schatz. "We were right there, alone in New England and almost alone in the nation with an undergraduate program."

In 2003, the department moved its graduate program from modules to semesters. Year-round online graduate classes added in 2013 for working professionals have been a success.

"There are so many people with good, full-time positions who aren't willing or able to give that up to go back to school," says Maier. "We wanted to offer a program that goes where the market is—across the U.S. and around the world. Some of our students are MMA alumni who ship out and do classwork on their ships or oil platforms."

The faculty has grown from three full-time professors to six. Undergraduate enrollment nearly doubled in recent years, from about 20 to nearly 40 incoming freshmen annually. Graduate enrollment averages 15 on campus and 24 online. The curriculum evolved significantly over the years, remaining aligned with a generalized business core but with increasing emphasis on supply chain and logistics. Co-ops and internships have proven invaluable and a cornerstone for LSS students.

"We require all our students between their junior and senior years to complete a co-op," Maier says. "That provides our students the opportunity to work 12 weeks with a company to gain experience. We've had very good success with the number of companies that take students

on a co-op then hire them for full-time positions. We also strongly encourage our freshmen and sophomores to do internships. That makes them even more marketable when they go for their junior co-op."

The department has developed strong relationships with companies across the nation. Recent employers of LSS graduates include Amazon, Bechtel, Boeing, Carnival Cruise Lines, Caterpillar, Cianbro, Crowley, Exxon-Mobil, General Dynamics, Delhaize, International Paper, L.L. Bean, Pepsi, Poland Spring, Sappi Fine Papers, Strategic Maintenance Solutions and Wallenius-Wilhelmsen.

LSS is a popular choice for students attracted to MMA by its reputation and high job placement rate, but who don't want to ship out.

"They realize they want something to do with business, and more than just a generalized business program," says Maier. "Most students come to MMA for the hands-on experience. In logistics, they're knee-deep in operations."

That's exactly what Kirk Langford, an assistant professor in LSS's undergraduate and graduate programs, loves about LSS and MMA in general. Now in his second year with LSS, he arrived after a 35-year career, retiring as director of global operations with Baker Hughes, a \$20 billion global technical service company.

Langford recalled when he was in industry, "We had a very high attrition rate because we were recruiting for a tough business. People had to work hard and be outside. MMA is great for that. Everything about this school is about working hands-on and the idea you have to go outside in the rain and pick up a wrench if necessary. If I go elsewhere, nobody wants to get dirt on their fingers, which is not the case here."

“  
Other MMA  
programs teach  
how to manage  
and move a ship.  
We look at the  
last mile, as we  
refer to it.

”



Langford's courses include freight transportation and international business. For example, his sophomore logistics freight course this year includes a fleet management lab and an introduction to a commercially popular transportation management system, MercuryGate, which is "how the big kids do freight in the real world," he says.

"The current thrust in many businesses is to create efficient and robust supply chains. And logistics is the glue that holds supply chains together. So it's a good time to be in logistics."

Alaina Scheuchzer '05 can attest to the can-do attitude fostered by the school's programming. She's an alumna with a bachelor's degree from MMA's marine engineering program and a master's degree from LSS. She then went on to work with global shipping companies and International Paper, and now she's an assistant professor with LSS and also coordinator of its summer co-op program.

"One of my students went directly into a procurement role," says Scheuchzer. "She was nervous about it, but e-mailed me over the summer and said, 'I'm really glad you made us call suppliers and contractors to get pricing and quotes, because I was able to pick up the phone confidently."

"We have students email us saying because of the way we prepared them, they are much more professional than their peers educated elsewhere."



“The new Operations Center lab is one of only a few of its kind in the world.”

## Logistics Operation Center

Recently launched, a new Dismukes Hall LSS laboratory allows students to simulate a production line, warehouse operation, inventory system, marketing plans and activity-based costing. The vision of the lab is to be integrated across all business classes so that, theoretically, sophomore accounting students are able to develop balance sheets and income statements based on lab data, and juniors would develop production plans in the production/operations management course followed by procuring materials for the lab in the procurement course. This will also continue while freshmen work on the production line and seniors supervise freshmen as part of their organization behavior course. Graduate students would constitute the executive leadership team that oversees operation and delivering strategies.

The faculty plans to involve students across IBL curricula, including marketing, production, assembly, warehousing, transportation, group dynamics, continuous improvement, and accounting. The vision is to also integrate with other program courses such as engineering graphics and 3-D printing. The lab, which is one of only a few of its kind in the world, is being equipped to handle inventory that comprises supplies for MMA's waterfront operations. ■

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# Alumni News



## SPOTLIGHT

### Flea Market Success

THE CASCO BAY CHAPTER held its annual Flea Market at the Maine Boat Builders Show in March. This year's Flea Market was the most successful yet with \$17,000 raised for scholarships. It takes a tremendous amount of time, effort and dedication to make this event happen every year. Without the generosity and commitment of many people, the market would not be possible. Special thanks to:

- Steve Rendall '96 for chairing the Flea Market Committee and for all the planning and organizing

- Joanna and Phin Sprague for once again providing the Casco Bay Chapter with free space at the show

- Cianbro for the use of the container and for providing us with the labor and the trucks to get the items to the show

- All the volunteers at the show and those who donated items.

The chapter meets on the third Thursday each month at the Rusty Scupper Club on the Coast Guard base in South Portland. Contact (info next page) Troy Malbon '89 for details.

### DOWNEAST GATHERING

Downeast Alumni gathered at the Bluebird Ranch in Machias on March 8. Classes from 1957 to 2013 were represented among the 15 alumni gathered to hear Jeff Wright give a presentation on MMA today. Thanks to Capt. Bob Peacock '71, current member of the MMA Board of Trustees, for adding to the discussion.

## SAVE THE DATE

Ship Reception  
Portland, Maine  
Wednesday, June 21

Mariner Golf Classic  
Dunegrass, Old Orchard Beach, Maine  
Monday, June 26

Reunions at MMA  
Class of 1957 – July 17 - 19  
Class of 1967 – July 24 - 26  
Class of 1962 – August 7 - 9

Homecoming 2017  
September 15 – 17

MMAAA Annual Meeting at MMA  
September 16

Intl. Workboat Show Alumni Reception  
The Westin, New Orleans  
November 30

For these event details and more: [maine-maritime.edu/mariners-forever/events](http://maine-maritime.edu/mariners-forever/events)



## TWO JOIN FORCES

On March 16, the Ned Andrews and Casco Bay alumni chapters joined forces and arranged for a combined meeting at the Daniel Stone Inn located in Brunswick. The guest speaker for the evening was Fred Harris, Class of '67. Among other positions in his illustrious career, Fred is the former President of Bath Iron Works and NASSCO.

Discussion was primarily centered on the current state of international shipbuilding, of which Fred is considered a subject matter expert. As a result of the successful turnout, combined events are being considered for the future.

## ALUMNI NEWS



ANNUAL BLACK MOUNTAIN SKI EVENT

### COMRADERIE OFF CHARTS

"This was a fun event," writes Capt. Dave Sulin '71. "It only took about a half a tube of Ben-Gay to soften up the bruise from my spill, and my limp has almost gone away. I guess that I don't bounce as well as I used to."

"It was wonderful to see you guys. Class of 1971 appears to have had the most guys from one class there. My wife says that if we weren't the largest contingent, we had to be the best looking! Stories of the "old days" were wonderful and brought back such great memories."

“

If we weren't the largest contingent, we had to be the best looking!

”

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#### TIDEWATER CHAPTER

### SPIRITED GATHERING

Tidewater area alumni and significant others gathered on a gorgeous late October afternoon at O'Connor Brewing Co. in the industrial section of Norfolk. The timing worked perfectly for two out-of-area alumni to attend. Tom Bourgelas '81 from Rota, Spain and Stephen King '94 from St. Louis were able to reconnect with familiar faces and classmates. Appropriately captured under the signage (left to right) Chip Callan '88, Dave Bolster '86, Molly Marcotte '15, Dennis Heidenthal '82, Dan Poulin '83, Pete Ferland '82, Mark Harvey '82, Tom Bourgelas '81, Jeff Fitzpatrick '83, Chris Wade '94 (with Jen), Steve Case '05 (with Gabrielle Dandaneau) and Stephen King '94. Unfortunately, the Admiral's work had to be completed before Shane Riley '11 finally made his appearance, thus missing the photo op.



#### SEACOAST CHAPTER

### UPCOMING EVENTS

**July 26** – Reggae Evening Cruise on the M/V *Thomas Leighton*, Portsmouth, New Hampshire

**Sept. 14–16** – Annual Seacoast Scholarship Scramble Golf outing at Pease Golf Course, Portsmouth, New Hampshire. Sign up: [birdease-pro.com/SeacoastAlumniScholarshipScramble](http://birdease-pro.com/SeacoastAlumniScholarshipScramble)

**Dec. 7** – Christmas Reception, Sprague House, Newington, New Hampshire

“The entire group braved the sunny afternoon at an outside venue subjected to a brisk 67 degrees.”



#### SOUTHERN CALIFORNIA CHAPTER

### SAN DIEGO SHAKA

The chapter met for a Hawaiian-themed gathering in December at the Fireside restaurant in Liberty Station, former site of the U.S. Navy's Naval Training Center, San Diego. The entire group braved the sunny afternoon at an outside venue subjected to a brisk 67 degree temperature. The SoCal chapter was represented by members from the classes of 1959 to 2016 at the gathering.

The afternoon provided a great opportunity for alumni and guests to enjoy a relaxed, informal atmosphere with a social hour that included hors d'oeuvres followed by a light luncheon. We were privileged to have MMA President, Dr. William Brennan and MMA Major Gifts Officer, Sharyn Pohlman in attendance. President Brennan provided an interesting overview of the various successes and challenges Maine Maritime is experiencing while stressing the importance of alumni contributions from a reputation, employment and financial perspective.



#### DC ALUMNI GROUP

### CATCH UP TIME

A group of alumni is gathering quarterly in Washington, D.C. to catch up and network. The group is very informal with no dues, and no set schedule. If you live around the D.C.-area, or are passing through, contact Andrew Strosahl '05 at [astrosahl@trans-inst.org](mailto:astrosahl@trans-inst.org) and join the group.

# Class Notes

## 1944



Lynwood Harivel '44, (shown left) who is 93 years old, living in Jupiter, Florida, sends this photo with classmate Leonard T. Daley '44 who celebrated his 92nd birthday in March. [They haven't changed a bit.]

## 1956



Dave Fenderson '56 and his wife, Margaret attended a Class of 1956 breakfast at Dave's Diner in Gardiner, Maine on May 15. Ten classmates were in attendance, plus a member of the Class of 1957. Bill Lowell and classmates made various announcements. Jeff Wright gave a MMA update and each attendee received a Deck [of cards] for All Hands gift.

## 1962



At the invitation of MMA and in commemoration of the 50th anniversary of their graduation,

the Class of 1962 has raised funds for renovation of the existing memorial plaza, located on the south side of the Harold Alfond Student Center. The renovation will include a granite stone bearing the names of the graduates who perished at sea and those who gave their lives in service to the nation, state, community and the academy. It will be part of a semi-circular brick wall topped with granite, new paving tiles, and refinishing of the gun. The original plaza was a gift of the Class of 1949, and plaques commemorating that class will be included in the renovation.

Gift of the Memorial Plaza to the academy will take place at 11:00 am on August 8, during the 55th Reunion of the Class of 1962 with formal dedication during Homecoming.

## 1964



David J. Singstock '64 writes: "It has been a long time since I communicated with MMA to tell you about myself and what my years at MMA have done for my professional career. I was a distinguished graduate as a marine engineer. The educational background, training and direction from the staff at MMA lighted the fuse for an exemplary career in the U.S. Navy. However, I did sail for a short time with Gulf Oil as a 3rd Engineer. (Prior to coming to MMA, I had previous sea experience in the Merchant Marine.) During my career in the Navy, I was continually placed in posi-

tions higher to my current rank. I can only say this was because of my training obtained at MMA. In the Navy, I had many responsible assignments at sea and ashore. I experienced combat duty in Vietnam and operations Desert Shield and Desert Storm. During my career, I earned an M.S. degree from George Washington University. Post-retirement from the Navy, I was a Senior T.D. with several companies in the Washington, D.C. area, providing technical services to the Navy. My last 15 years before my second retirement was spent as a T.D. with GDIT at the Missile Defense Agency supporting AEGIS Ballistic Missile Defense. Subsequently, I have been a member of several military, political and civic associations.

"Just thought you would like to know what MMA has done, preparing me for a successful professional career."

## 1972



John O'Reilly '72 retired from OSG several years ago and lives in Sedgwick, Maine with his wife, Maureen. They both create stained glass works and fused jewelry as Bagaduce Art Glass. Maureen works at the Academy Bookstore and John does adjunct work two hours a week in the MMA Tanker Lab.

## 1974

Ryan Armstrong '14 sends news his Chief Engineer, Doug Ritchie '74 "just retired after 42 years of sailing!" Armstrong is



a 3AE aboard ATB *Legend*, one of Crowley's 750 class ATBs. (Shown back to front) next to the STBD main engine: Armstrong, 1AE Sean Varney '04, 2AE Will Ziadeh '13, 1AE Josh DeVos '10, and C/E Ritchie.

## 1978



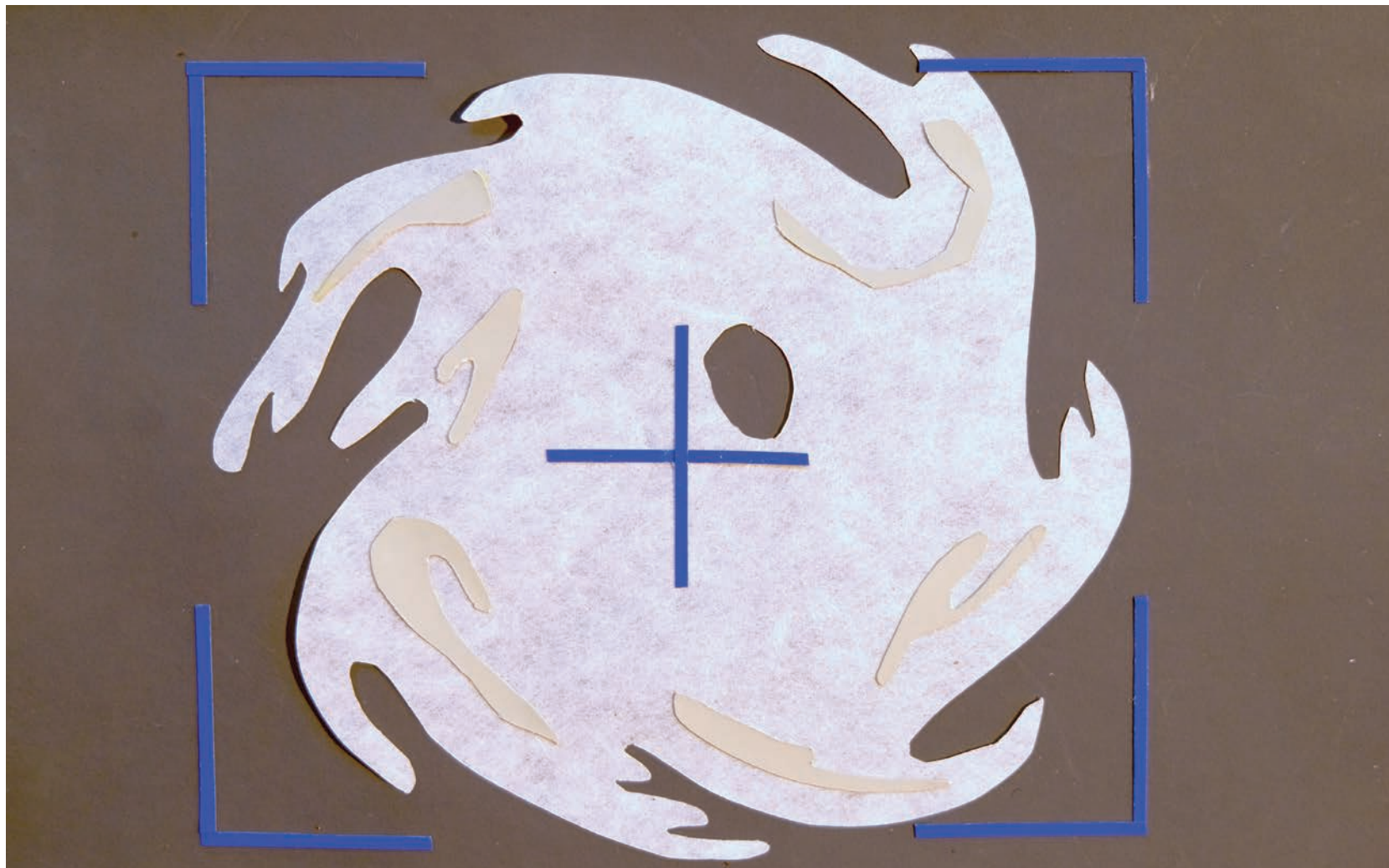
John Higgins sends a photo and news of the Summer Reunion Class of 1978: "August 11, 2016, several classmates met in Kennebunk, Maine with Father Raymond Auger, a great opportunity to share stories and enjoy Maine at its best! Shown are Father Ray from Melbourne, Florida, John F. Higgins from Bristol, England, David Taylor from Ashton, Maryland and John Squitieri, Suffern, New York."

## 1980



Dana "Tuna" Petersen '80 sends news and a photo: "MMA alumni met up in Washington





## SEA STORIES

# Whisper in a Storm

THE TRAINING AND DISCIPLINE I LEARNED AT MMA has stood me well over the years.

There was the trip through Typhoon Karen in November, 1962, for example.

I was a 3rd engineer and engineering watch officer on 8-to-12's aboard the USNS *Breton* (T-AKV-42) when she left Guam to ride out the storm at sea. The *Breton* was launched in 1942 as a 495-ft. auxiliary aircraft carrier; mothballed after WWII; and then recommissioned and designated a troop ship and aircraft ferry when I served aboard.

It was toward the end of my watch when we entered the storm's eyewall. As is customary, I sent the oiler down to make sure the bilges were dry and to get the propeller turns during the shift to give to the navigators. The oiler did not return.

I left the throttle platform and discovered him in the bowels of the engine room with both hands gripped tightly around the railing, frozen by the sight of a 4-ft.-wide crack at the overboard discharge doubler plate. Seawater was pouring in.

I hit the hand rail with my crescent wrench to wake him up, and shouted for him to get the bilge pumps going.

I rang up the chief's office but there was no answer. It was lunchtime. The officer's mess was next to the engine room entrance, so I ran up the ladder, into the room, and whispered in the chief's ear that there was a hole in the hull.

He screams out, "Where is the hole?"

The faces of everyone in the officers' mess turned white. But inexplicably, not a soul from the engine gang left the mess table to help. I ran back down the engine-room ladder and started the process of slowing the engines, getting the boilers under control and the circulating water pumps switched over to bilge suction.

By using the circulating water pumps, we were able to maintain a controllable level in the bilges. We pounded oakum into the crack to slow the flow, and that's how we limped back to San Francisco.

Typhoon Karen proved to be a record-breaking storm. But for me, the storm brought the realization that even though I was a mere 21-year-old, what I garnered from MMA had hardened me up to take command and action when needed, which has stayed with me throughout my career.

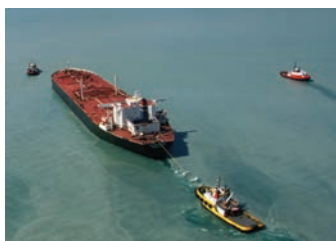
—BY JERRY GOTLIEB '61

In 1962, Typhoon Karen proved to be a devastating storm that broke the steel of a ship, but not that of a young mate.

## CLASS NOTES

D.C. on December 17 for the 2016 Wreaths Across America at Arlington National Cemetery. (Shown left to right:) Bob Tarrant '81, John Lord '80, Jim Shirley '87 and Dana "Tuna" Petersen '80. Bob's brother Lt. Col. Kevin Tarrant USAF is one of 245,000 service men and women buried at Arlington."

### 1983



After retiring as Director of California Ship Assist and Tanker Escort Services, Nathaniel "Frosty" Leonard '83 and his wife, Eve moved back to East

Boothbay, Maine. Eve still is employed by Copper Valley Telephone in Valdez, Alaska as IT Manager, but works mostly remotely from home. In 2012, Frosty founded Little River Marine Consultants, a marine consulting firm specializing in developing systems and training in high-speed tanker escort and emergency maneuvering with tractor tugs.

He also has done over-water cargo movement planning for major oil companies producing oil from the North Slope and Russia.

Currently, Leonard is contracted on a long-term project providing input to a regional advisory committee for the smooth marine contract transition for ship assist, spill response and tanker escort services in Prince William Sound, Alaska.

### 1995



Brian G. Deschenes '95 was recently promoted to Fire Engineer with the San Antonio (Texas) Fire Department. Deschenes completed 10 years of service as a Firefighter with the SAFD in 2016, and spent the last eight years assigned to the department's Technical Rescue Team. During that time, he also made multiple disaster deployments in support of regional, state and federal operations as a Swiftwater Boat Bowman, a FEMA Logistics Specialist and a FEMA Water Rescue Specialist. He is currently enrolled in the department's 50th Paramedic class, and expects to graduate this fall. Photo shows Deschenes receiving promotion from Fire Chief Charles Hood (left) and his wife Mindi ("who pinned my badge.")

### 1996

Geoffrey Jay '96, an Ocean Studies graduate, writes: "I just recently was relocated and promoted by Arcadis North America to Site Manager at a former oil refinery located in Sugar Creek, Missouri."

The new site operations job involves a 300-acre former BP/Amoco refinery. "I oversee three gentlemen with our company and two subcontractors. Work includes maintaining remediation systems, ground-water sampling and various administrative duties.

"It has been a crazy 20 years since leaving MMA, but I'm now settling in as a new Midwesterner, though the change from being on the Chesapeake Bay [he grew up in Maryland] to an area of a few lakes and some

small rivers is tough. However, we all adapt."

### 2000



Greetings from Eric Hadley '00: "I am founder of Got Your Six Coffee Company. My company is designed to sell coffee, pay the bills and use the profits to help veterans, EMTs, LEOs and Fire Fighters.

"I am trying to use the necessity of coffee as a catalyst for change in our communities and within the country that I hold so dear. Any assistance would be greatly appreciated. Please check me out on Facebook and my website: [gotyoursixcoffee.com](http://gotyoursixcoffee.com)

### 2005



David Witzke '05 lives in Sydney, Australia and works for MUR Shipping as a Commercial Vessel Operator. "After 10 years of overseas sailing," he writes, "my wife and I moved to Australia where I worked as Master on tugboats, work boats and passenger ferries."

After moving to Darwin, Northern Territory, he established the SeaLink Northern Territory passenger ferry service, which runs from Darwin Harbor and the Aboriginal community of the Tiwi Islands. "After the birth of our first child, Grace," he continues, "we moved to Sydney where I have my current position, which

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## FIRST PERSON

# Chopper Calling

AFTER GRADUATING WITH A bachelor's in Small Vessel Operations, I worked on tugs for a while, but life took me in a different direction. It brought me to the New Hampshire Army National Guard in which I became an UH-60 Blackhawk pilot in a Medical Evacuation (MEDEVAC) unit. Currently, I lead a Forward Support Medical Platoon. Our job is to operate autonomously in an often-times austere combat environment, and provide 24/7 MEDEVAC coverage to our fighting forces. Day or night, if we get a call, we are sprinting to our aircraft.

### Stateside

When home in New Hampshire we spend most of our time training and we are available for any state missions that arise. As part of the National Guard, we are a hybrid state and federal asset. One of our most common missions is to provide aerial evacuation for search and rescue operations. We also have firefighting capability and participate in international mobilizations, including humanitarian missions.

The best part about my job is that we save lives. Whether it's an American soldier in war zone or an injured hiker stateside, you make it possible for them to get home. I always think of their families. When we accomplish our mission, we make it possible for a mother to see her son again or a wife to see her husband again. It's very humbling.

### MMA Experience Pays

I've always felt there is an affinity between the maritime trades and aviation. The skills, discipline, and work-ethic taught at MMA, and reinforced through working in the field, have been a huge asset in my military career. My maritime experience played a significant role in my being selected as an aviator.

If you're interested in being an Army Aviator, contact a recruiter. Be ready for them to tell you it's impossible, but don't give up. There is an application and selection process, however, you may have to get your foot in the door by first becoming a helicopter mechanic, crew chief or other position in a flight unit. Once in, work hard, show maturity, leadership, and the ability to learn. Once you've built some rapport, talk to your leadership about how to apply to be a pilot.

I'd recommend aviation to anyone at MMA. I think the types of people drawn to the maritime trades are the same who would be successful in aviation.

—BY NH ARMY NATIONAL GUARD CAPT. BRADEN HUNTER '03





### ENTREPRENEUR

## Open to Change

JOHN "RUSTY" FRANTZ '92 IS A KEY PLAYER in several healthcare technology company successes and knows how to transform businesses. But it wasn't until after he turned around his own life, more than once, that he found his path to success.

In 2015, Frantz became the CEO of NextGen Healthcare, a provider of software solutions for the ambulatory physician market with more than \$500 million in revenue. Prior to NextGen, he led a \$1B global business, Pyxis, in the delivery of a disruptive global medication management strategy.

Few who knew him when he was enrolled at University of California, Santa Barbara, in the '80s would have predicted his accomplishments. In fact, "after three rather enjoyable but completely unsuccessful years," he says, "they respectfully kicked me out."

He got a job scraping paint on an MSC tanker starting in the Philippines, and was confronted with the hardship of people who lived there. Seeing real adversity caused him to revisit his own choices and commit to self-improvement.

Frantz had spent a lot of time on the ocean, so he decided to enroll in Maine Maritime, "at first I thought deck," he says, "but changed

to marine systems engineering." It was the perfect match. He graduated in three years with a near-perfect academic score.

"Learning to manage large, complex systems like a power plant where you're constantly seeing how multiple sub-systems work together was amazing," he says, "That experience combined with the hands-on experience of MMA and the Marine Systems Engineering degree prepared me very well for my master's program," which was at Stanford in Embedded Systems and Robotics.

While looking for a summer job, he happened upon a technology startup in the founder's home that six years later led to a company with \$55 million in sales. But after this fast-paced effort he was drained, and once again evolved, finding balance between work and family—one of his most meaningful challenges—before the successful leap back into business he enjoys today.

His advice: "What's helped me most in my career and life has been a willingness to accept feedback and improve. Self-awareness is not enough for great leadership; one must constantly evolve," Frantz says. "I work every day to be better, as a leader, a father, and am proud and grateful to be an MMA grad!" ■

includes responsibility for the operations of handy, supra and cape-sized vessels operating in the Asia/Pacific region.

"The photo shows the ferry Reef Cat, which I operated and sailed as Master for the Aboriginal community of Palm Island off the coast of Queensland near the Great Barrier Reef."

## 2012



Chief Engineer Jon Harrison '12 sent a photo of him (left) with ABS inspector Shawn Poulin '07 (right) completing annual inspections onboard the HOS Crockett.

The vessel is a 320-foot, state-of-the-art OSV with DP2 capabilities. The main propulsion onboard is two 3516 Caterpillar Tier 3 engines with Scana reduction gears and CPP propellers rated for 6000 horsepower. The vessel has three C32 Caterpillar thrusters with twin disk reduction gears and CPP propellers totaling 3,900 horsepower. The electrical plant includes two C32 Caterpillar gensets with a combined kilowatt rating of 1430kw to supply a 480 volt electrical bus.

"I had three years with Hornbeck," writes Harrison, "onboard the 320 class vessels and have recently taken a new opportunity deep sea with ARC onboard a 650-foot RoRo, the M/V Patriot."

## 2014

Scott Murray '14 is 2nd Mate for the Grand River Navigation Company, Traverse City, Michigan, and First Class Pilot aboard the ATB Victory / James L. Kuber, sailing on the Great Lakes since graduating.



# Eight Bells

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

## **JOHN W. EDEN '47**

died February 11, 2012. A former Assistant Secretary of Commerce during the Ford Administration, Eden joined Russell Reynolds in Washington, DC, where he developed a reputation for identifying quality individuals to lead numerous companies and organizations.

He was twice a candidate for U.S. Congress in the 19th Congressional District of Pennsylvania. Eden graduated from Maine Maritime, had a B.A. degree from Yale University and served in the U.S. Navy. He served on the Board of Directors of B.A. Ballou & Company in East Providence, Rhode Island. An avid golfer, he was a President of the U.S. Seniors Golf Association and an advisor to the LPGA.

## **ERIC W. PETERSON '69**

died August 21, 2013. He graduated from MMA as a marine engineer. Peterson moved

to Washington State and began his 40-year sea-going career in 1969 as an engineer with American Mail Lines and then as a chief engineer for American President Lines. He was an avid sportsman enjoying fly fishing, salmon fishing on the Columbia River and bird-hunting.

## **RICHARD B. SNYDER '65**

died August 25, 2015 in Gainesville, Georgia. After graduating from MMA, he worked in several engineering capacities. Snyder moved with his family to Florida in 1973, and became Maintenance Manager with CF Industries in Plant City. Snyder settled for a time in Auburndale, Florida, where he put his engineering training to work by personally building his home.

He eventually put down roots in the North Georgia mountains where he, once again, beautifully crafted his own home. Snyder was always one to help others, and often

used his carpentry and engineering skills to lend a hand. He was also a lifelong boater, enjoying time on a live-aboard sailboat and recently built his own vessel to sail on Lake Rabun.

## **RICHARD S. ALLES '44**

died June 17, 2016 in Salem, Massachusetts. He graduated from Harvard College, Class of '46, and was on the rowing team. At the outbreak of World War II, he left Harvard and entered the Maine Maritime Academy. He served as a commanding officer on supply and troop ships in the Atlantic and Pacific. At the time of his passing, Alles was retired from his career in the insurance industry for more than a decade.

## **HOWARD B. FINLEY '43**

died November 20, 2016 in Jefferson Hills, Pennsylvania. Upon graduation from MMA, he worked as a first engineer in the Merchant Marine, then joined the U.S. Navy as a commissioned officer and served during WWII, the Korean and Vietnam Wars. He served in the Mediterranean, North Atlantic and South Pacific. He graduated from UNC, Chapel Hill and was a great adventurer who loved to travel throughout the world. He was known to sometimes conclude conversations with "Hold fast!" In his memory, donations may be made to the Howard B. Finley Scholarship Fund, Maine Maritime Academy, 1 Pleasant Street, Castine, ME 04420.

## **RICHARD R. KEIMIG '62**

died November 20, 2016 in Cape Coral, Florida. As part of the last three-year class at MMA he went on to sail with American Export lines, and in 1963, was appointed to the NS *Savannah* training program at Kings Point. After sailing aboard *Savannah*, he joined the Atomic Energy Commission, now known as the NRC. Keimig was attached to the Philadelphia office and was present for the Three Mile Island accident investigation.

## **COL. ALFRED W. BAGOT**

died December 18, 2016 in Castine, Maine. He had a distinguished career in the U.S. Army in Human Intelligence and Counterintelligence assignments and served as the first Military Intelligence Advisor to Saudi Arabia. He commanded all four MI Groups: the 902nd, 149th, 500th, and the Field Activities Command. He was assigned to the Pacific theater during World War II and transitioned from the 4.2 Mortar Battalion, 24th Infantry Division to the 441st Counter Intelligence Corps Training School in Tokyo following the war. In 1948, Bagot returned to the U.S. and continued work in the field of military intelligence at Fort Holabird in Maryland. By 1950, he was promoted to a Military Occupational Specialist. In 1962 in Heidelberg, Germany, he worked in the office of Deputy Chief of Staff for Intelligence. He eventually returned to the Pentagon and the Office of the Assistant Chief of Staff for Intelligence (ACSI), where he was promoted to Colonel.

Bagot's career took another turn when he went to Vietnam in 1967 as the Commanding Officer of the 149th MI Group. Later, the ACSI assigned him to a task force to organize the U.S. Field Activities Command. He remained with this unit until 1970 when he became Commander, 500th MI Group in Hawaii. By 1972, Bagot returned to the Office of the ACSI as Chief, Operations Division and then Executive Officer to the ACSI. In 1974, he retired from the Army. In 1988, he was inducted into the Military Intelligence Hall of Fame.

A "second career" in Castine at MMA started in 1974, when Bagot was named Executive Assistant to the Superintendent and Personnel Officer, as Lieutenant Commander. He was promoted three times, concluding his time as Acting Superintendent. He was an Admiral within the MMA ranks, and officially retired in 1987.

# EIGHT BELLS

## FRANK C. RODWAY

died January 6, 2017. Because of his family, he had early association with ships and sailors, and in 1940, shipped out as an ordinary seaman when he was 15. He worked as a rivet passer on Liberty Ship construction in 1942 and volunteered for military service later that year. During the war, Rodway served on two destroyer escorts, the troop transport *Wakefield* and other vessels operated by the Coast Guard. While assigned to the *Wakefield*, he participated in rescuing the Catholic bishop from China just prior to the communist takeover. He was discharged from the service in 1946 with the rating of Quartermaster Second Class. He obtained his Unlimited Third Mate license in 1947 and served on several ocean tankers, alternating between seagoing and college. In 1948, he was commissioned an ensign in the Naval Reserve. He received B.S. and M.B.A. degrees from Syracuse University.

After graduating from college, Rodway worked for the American Mutual Insurance Company, and the DuPont Corporation in their executive training programs. In 1954, he returned to Portland, Maine and started his own real estate and insurance business.

He was active in the Naval Reserve as an instructor and staff officer with the Naval Reserve Officer's School. Rodway served tours at the Pentagon and Anti-Submarine Warfare School in Key West, Florida. During this period, he also taught business and management courses at the University of Southern Maine.

In 1963, at age 38, Rodway was appointed as the first non-flag rank superintendent of MMA for a year.

Later, he served on various merchant ships, as well as vessels of the Military Sealift Command. In 1969, while serving as a deck officer on the tanker *Amoco Louisiana*, an explosion occurred that killed one man and injured several others, including Rodway, as he and two officers attempted to save the life of a trapped seaman. The Maritime Commission awarded him the Merchant Marine Distinguished Service Medal, the highest honor awarded to merchant seamen by the U.S. government.

On January 21, the MMA flag was brought to half staff in Rodway's honor.

Recovery Department under S.D. Warren, later becoming a consultant for SAPPI after his retirement in 2001. His love of Maine's woods, especially North Brook, graced him with many opportunities for simply being in the great outdoors.

## CHRISTOPHER N. GRIDLEY '13

died December 31, 2016 in West Tremont, Maine. After receiving his B.S. in Marine Engineering Operations from MMA, he worked for McDermott International on the Derrick Barge 50, and was promoted to Second Assistant Engineer. While usually working in the Gulf of Mexico, Gridley was also able to travel to Trinidad and Tobago and to Brazil for work. In his earlier years, and occasionally while he was home from the DB50, he would lobster. He loved being at sea, working hard, being with friends and coworkers, and doing workshop projects.

## VINCENT P. HANSCOM '70

died January 11, 2017 in Swanzey, New Hampshire. He graduated from MMA with a degree in Marine Engineering. He was a chief engineer for Texaco, on oil tankers, for 20 years. He finished his career working for the City of Keene, first as Water and Wastewater Utilities Maintenance Foreman, then as Airport Operations and Maintenance Foreman. He retired in 2010.

Hanscom was a kind man with remarkable mechanical skills and creative talents. He touched countless people through his extraordinary ability to craft, repair and design projects of all descriptions.

Whether building a barn, turning a bearing, crafting stone walls, welding, woodwork, home renovations, forestry or math...there was nothing he could not make or fix.

## JOHN GRARD '75

died January, 14, 2017 in Florida. He was a marine engineer, sailing on the Great Lakes for most of his career. Grard was a very kind and generous man who loved to garden, hunt and fish. What he loved most was spending time with his family.

## PATRICK K. WREH '86

died January 22, 2017 in Hopewell, New Jersey. He was affectionately known as "Patutu," "P-Klaby" by family and loved ones.

## ROBERT E. CORT '53

died January 25, 2017 in Bangor, Maine. He earned his Marine Engineering degree from

## CHRISTOPHER C. BLANCHARD '92

died November 27, 2016 in Bridgeport, Connecticut. He was employed at Sikorsky Aircraft in Stratford as Lead Electrical Inspector. He was an avid soccer, football and hockey fan, and enjoyed following his sports teams, Borussia Dortmund, the Eagles and the Flyers. He will also be remembered for working on his classic Volkswagens, none of which ran.

## KENNETH F. OLSEN '49

died December 8, 2016 in Tewksbury, Massachusetts. For many years, he worked as a customer service engineer at IBM. Olsen enjoyed spending time with family and friends, as well as participating in golf, tennis, skiing, boating and traveling.

## DAVID F. ROBBINS '87

died December 15, 2016. Before attending MMA, he left home in Gardiner, Maine, for Alaska, to work in the fishing industry. After graduation, he traveled the world as a first mate until coming ashore to live a simple life, where he treasured nature and his family.

## JOHN S. JENKINS '46

died December 20, 2016 in Wayne, Illinois. After MMA, he served in the Navy and Merchant Marine, and shot skeet competitively, before moving to Detroit in 1955 to begin his career in industrial machine tool sales. Following a business opportunity he moved to Chicago where he started Jenkins Machine and Tool, which he led for more than 50 years. Jenkins was happiest telling stories and shooting skeet; he kept up both hobbies well past his 90th birthday.

## FRANKLIN COLE MCIVER '65

died December 24, 2016. As a merchant marine, McIver traveled the seas to many countries. Leaving the sea for land, he began his steam and power engineering career at Georgia Pacific in Woodland, Maine. In 1976, McIver and his family moved to Shawmut after he had secured a position as a shift supervisor with Scott Paper Company. His 25 years there garnered him loyal friends and co-workers, as he took on his responsibilities of writing operational and safety manuals, conducting training sessions, and then becoming manager of the



MMA and entered the Merchant Marine as a 3rd assistant engineer, where he worked for two years. He then enlisted in the U.S. Navy for two years, serving in Japan and Korea. After the military, Cort began working with his father in the family business, then known as Maine Coal Sales. He earned a B.S. in Business Administration from Husson College in 1962, while also working full-time in the family business. He succeeded his father as president of the company in 1968, and later the company name was changed to Maine Energy Inc. The company acquired Maine Propane Distributors in 1983. Cort then expanded the business by launching Maine Propane Energy in 1987, Maine Energy Leasing in 1989, and Maine Energy Realty, LLC, in 2000. The most recent addition to the company's portfolio was Hammond Street Holding, LLC, in 2013. In 2005, Cort was named a MMA Outstanding Alumnus and his name was added to the school's Wall of Honor. Husson University conferred Cort with the honorary degree of Doctor of Business Administration in 2015.

#### **JAMES A. BEAL '65**

died January 27, 2017 in Highland, Michigan. After graduating from MMA, he was commissioned into the U.S. Navy and later retired from the Naval Reserve, after 26 years as a captain. Beal also sailed for Gulf Oil Corporation before coming ashore in 1968. Beal worked in the automotive industry in sales, program and account management, until his retirement in 2005. He always enjoyed seeing fellow alumni when back in Maine for reunions.

#### **RICHARD P. MACDONALD '44**

died February 10, 2017 in Bangor, Maine. After graduation from MMA, he served in World War II on the vessel *James E. Howard* and was honorably discharged from the U.S. Coast Guard/Merchant Marine. MacDonald settled to raise a family in Portsmouth, New Hampshire, and worked for the Schiller Power Plant for some years until managing his own service station through the 1960s. In 1974, MacDonald upgraded his Merchant Marine license to Chief Engineer and returned to the sea, mainly sailing from New York and Beaumont, Texas. He retired and eventually relocated back to Bangor in 1998.

#### **FREDERICK LEONE '43**

died February 12, 2017 in Portland, Maine. He graduated with the second class of

MMA, and immediately began serving as an officer on Liberty Ships during World War II, crossing the Atlantic many times while bringing supplies to the troops. He worked as an agent and sales manager for Prudential Insurance for more than 28 years and retired in 1987. He was a former president of the Southern Maine Association of Life Underwriters, and, in 1982, received the J. Putnam Stevens Award from the Maine Association of Life Underwriters for his charitable work. He was a member of the Portland Lodge of Elks No. 188, and served as Exalted Ruler of the Lodge and as a District Deputy for Maine.

#### **LOUIS "SANDY" PETERSON II '75**

died February 12, 2017 in Biddeford, Maine. He enlisted in the U.S. Army in 1965 and received a warrant officer appointment while stationed at Fort Eustis, Virginia. He also was a chief of navigational instruction and a decorated Vietnam veteran, serving as Captain of several Army ships. Upon his honorable discharge in 1970, he became a master of ships and spent many years as Master Mariner in the Merchant Marine. Peterson also spent 10 years at the Maine Veterans Home in Scarborough, working as the liaison between the patients and the Veterans Administration. In addition, he was employed for eight years at Deering

Lumber in Biddeford, as paint department manager when he retired in 2008. He was a life member of the Portland Marine Society, and also appointed a colonel in the National Guard as an aide-de-camp to Governors Baldacci and LePage.

#### **PETER M. CYR '95**

died February 21, 2017 in Durham, Maine. After MMA, he worked on oil rigs around the world, including the Deepwater Horizon, where he was Chief Mate, but became the captain of his own rig starting with Discover Enterprise, and then other oil rigs and ships, worldwide. He enjoyed traveling to Asia especially, but loved working with people of all backgrounds, and only expected of his crew what he would do himself.

#### **CAPT. SHIRLEY H. HOLT III '53**

died February 26, 2017 in North Hampton, New Hampshire. He earned a bachelor's degree in Nautical Science from MMA and was the youngest student to graduate in his class. An excellent athlete, he played football at MMA. He served in the U.S. Navy during the Korean Conflict, as well as the Merchant Marines, earning his Chief Mate Unlimited in 1963. He worked as a Portsmouth River Pilot until his retirement in 2000. He was blessed, for a time, to be one of three Shirley Holt's working as Portsmouth River Pilots together,

#### **EUGENE H. SPINAZOLA '61**

died January 14, 2017 in Sebastian, Florida. He graduated with a B.S. in Marine Engineering and then shipped with Texaco, as an engineer, before working for General Dynamics in Groton, Connecticut, as a nuclear test engineer in the submarine program. In the fall of 1964, he returned to MMA and taught Nuclear Power Engineering. In addition to teaching, he was involved with the football team under the direction of Coach Davis Wiggins, coached the International Life Boat Rowing Team, and was an advisor to the Scuba Club and the Hockey Club. In 1968, he started the Cadet Shipping Program, which was the first Cooperative Education program at the academy. He also served as the Director of Placement until leaving for graduate school. In 1971, he completed his Masters in Education at the University of Maine and then entered the doctoral program at Indiana University in Administration of Higher Education. In 1972, he returned to work for Texaco as New Construction Superintendent for ship building in Europe. He returned to MMA in 1978, teaching the Power Engineering Lab. After a fire on the *TS State of Maine*, Spinazola developed a Shipboard Fire Training program. This was the first maritime academy U.S. Coast Guard-approved program of its kind, and continues to this day. He was a long-time member of The Society of Naval Architects and Marine Engineers and served as Chair of the New England section of SNAME. He started the student chapter of SNAME on campus. In 1986, when the enrollment at the academy had dipped below 400 students, he introduced the first non-uniformed and non-merchant marine program at the academy, Marina Management and Small Vessel Operations. From this program followed additional non-traditional degree programs and career paths for students. In 1995, he retired from MMA, Professor Emeritus.

## EIGHT BELLS

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as his dad and granddad were both still on the river. He was also fortunate to work as partners with his brother Capt. Richard C. Holt, Sr., for many years, as well as his sons. His passion for the water led him and his brother to charter the Portsmouth Propeller Club in 1975, after holding membership in the Portland Propeller Club and Portland Marine Society.

### JOHN V. SAWYER '54

died March 9, 2017 in Machias, Maine. After graduation from MMA, he sailed for a short time on an oil tanker and served two years in the U.S. Navy as Operations Officer on the USS *Ruchamkin*. Upon discharge from the Navy, he worked in Boston and New York, as an ocean marine insurance underwriter. He returned home in 1970 to run and operate Worcester-Sawyer Agency. John served on the board of directors of Union Trust Company in Ellsworth for 32 years and was chairman for 17 years. He had a certificate of insurance from Northeastern University, was a certified insurance counselor, and a licensed real estate broker.

### ARTHUR E. LAPHAM '53

died March 11, 2017 in Durham, Maine. He served in the U.S. Navy and Naval Reserve. He retired from General Electric where he was a manager in marine propulsion systems. After retirement, he was an owner of TAB Services International, a consulting service. He was on the Board of Trustees and active in the Boy Scouts, and in the Maple Street Church, Danvers, Massachusetts. Lapham also volunteered at several military-related museums and at Cape Canaveral, Florida. Memorial contributions may be made to Maine Maritime Academy, 1 Pleasant St, Castine, ME 04420.

### MICHAEL J. GALLAGHER '92

died March 27, 2017 in Palm City, Florida. After graduation from MMA, he traveled the world as a Merchant Marine. He was last employed as an engineer with South Florida Water Management District. Gallagher loved fishing, golfing, cooking and Boston sports teams.

### THOMAS S. MACVANE '52

died March 31, 2017 in Bainbridge Island, Washington. After serving in the U.S. Navy, the majority of his career was spent with

subsidiaries of Union Carbide, including Linde, in Southern California, Domsea Aquaculture, on Bainbridge Island, and London Chemical, in Chicago, Illinois. He retired in 1990 as president of KTI Chemical in Sunnyvale, California and built the *Charley J*, his dream commercial tuna fishing boat. Several years of summers fishing were enjoyed in Maine and winters spent on Bainbridge Island.

### ROBERT M. PURTON '56

died April 3, 2017. He joined Pacific Pumps in 1962 as a test engineer and progressed to developing equipment in the refinery field, holding 9 patents on equipment being used worldwide.

### CAPT. PETER A. THORPE '67

died April 5, 2017. He spent 30 years at sea, the last 20 years as Master. He came ashore in 1997. Thorpe continued his career as a marine surveyor until retirement in 2011.

### CAPT. BENSON BOWDITCH JR '64

died April 19, 2017. After graduation from MMA, he began a career of 42 years with the Lykes Steamship Company. As a first mate with the MSTs during the Vietnam War, he braved enemy fire to carry military cargo to shore. He quickly worked his way to the position of Captain. He later came stateside, serving as Port Captain for Houston and New Orleans, and Manager of Marine Division in New Orleans, and later as Compliance Manager in Tampa. Bowditch's leadership and merchant expertise, known worldwide, was a guiding force for many organizations.

He was honored to serve as a member of the Council of American Master Mariners, Executive Committee member to VOHMA, on the Board of Governors for the Maritime Security Council, member of the Navigation Safety Advisory Council, and appointed to the U.S. Department of Transportation's Navigation Safety Advisory Council.

He was also a member of Propeller Club of America. As a dedicated volunteer paramedic and firefighter, Bowditch served his communities in Texas and Louisiana, and is credited with saving many lives. The water was his life blood. Bowditch looked forward to regattas, racing his 26' McGregor on Lake Pontchartrain, Galveston Bay and Tampa Bay. He was Commodore of the Bahia Beach Yacht Club in Ruskin, Florida.

His strength was unmatched, as he remained a fierce competitor into his late 60s, competing in long distance (50-plus mile) kayak races. In 2009, Bowditch retired to the serene lake and woods of Sebago, Maine. The Portland Marine Society welcomed him into the membership of professional seaman where he served as President for two years.

Donations in his memory can be made to the MMA Scholarship Fund, Maine Maritime Academy, 1 Pleasant Street, Castine, ME 04420.

### JAMES L. CAMPION '69

died April 28, 2017 in New Haven, Connecticut. He held a B.S. from MMA and a B.S. in accounting from Providence College, class of 1973. He sailed as a deck officer for Gulf Oil, was a CPA with KPMG and involved in several small businesses, including Campion & Co. Known as a spiritual and thoughtful man, he loved the ocean, golf and opera.

### CHARLES W. CYR JR '47

died May 17, 2017 in Topsham, Maine. In addition to MMA, he was also a graduate of Wentworth Institute in Boston and the University of Maine, Orono. He enlisted in the U.S. Navy and was engineering officer on the USS *Eaton* DDE 510, which was part of the Sixth Fleet during the Korean War. He was a naval reservist for 20 years, a member of the Military Officers Association of America, and The Society of Naval Architects and Marine Engineers.

He worked for Bethlehem Steel Shipyard in Quincy, Massachusetts and subsequently, the Hyde Windlass Co., a subsidiary of Bath Iron Works. He was then employed at Holmes Distributors and The House of Lights in Portland, as General Manager, and later as Vice President of the contractor's division. He retired in 1991.

In lieu of remembrances, the family asks others to consider donations to the MMA Alumni Association.

### SUBMISSIONS FOR EIGHT BELLS

If you learn of the passing of a MMA classmate, associate, friend or family member, please contact *Mariner* so that we may include the information in a future issue and online. Send obituaries or their digital links to [billy.sims@mma.edu](mailto:billy.sims@mma.edu).





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