

# MARINER

The ALUMNI MAGAZINE of MAINE MARITIME ACADEMY

— ISSUE 2 · 2018 —

## Pirates, Pluck, Providence

Capt. Michael Tolley '93  
shares stories from an  
extraordinary life at sea.

## Portland Pros

The MMA alumni who  
keep this seaport thriving.

## Leadership Defined

From student leaders  
to an admiral's advice,  
lessons earned and  
learned.



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**On the Cover:** Columbia River Bar Pilot, Capt. Michael Tolley, inspired by MMA, now inspires others with his service at sea. Photo by Jeff Daly.

### Mainmast

14" laminated Douglas fir; 64' height

### Parrel Beads

Made of lignum vitae, serve as bearings to prevent rig from binding on mast

### Hardware

Original, hand forged in 1921 with galvanized paint without binding

### Main Boom Jaws

White oak, circa 1986, for laminated fir boom





### Clapper

Allows gaff to slide and swing without binding

### Sword Mat

Prevents chafing against shrouds

### Gaff Jaws

Made of white oak in the early 1990s at MMA

### Mainsail

Oceanus cloth made by Force 10 with student help, 2005

### Mast Hoops

Steam bent white oak with copper rivets

### Belaying Pin

Used to make off peak (of mainsail) down haul

# Gaff Tech

MOST EVERY MMA MARINER KNOWS OF *BOWDOIN*, which completes 2018 sail training cruises in August (see pg. 9), and is the Official Vessel of the State of Maine. But how much do you really know?

Designed by William Hand, the 88-foot schooner was launched in 1921 at Hodgdon Brothers Shipyard, East Boothbay, Maine, for her master Adm. Donald MacMillan for arctic exploration in an admittedly old-world style—29 trips north of the Arctic Circle, four times wintered over, frozen in ice.

*Bowdoin* was built of stout stuff to do the job: she's planked with 2-3/4" white oak on 6" double-sawn frames, which essentially makes a frame that is 6" x 12". *Bowdoin* is locust trunnel-fastened with 1-1/2" dowels driven through planking and frames into the interior planks. She displaces 66 gross registered tons. She'll do 12 knots under sail.

*Bowdoin's* role at MMA is unique. She trains not only vessel operations majors who will skipper the high-tech ships of the future, but also the next generation of tall ship captains, who come from all across America to take a turn at the helm. ■

► For an interactive display of the rig, see [mainemaritime.edu/mariner](http://mainemaritime.edu/mariner).

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MMA PRESIDENT  
Dr. William J. Brennan

# Creating Enlightened, Effective Leaders

IN MAY, WE LAUNCHED a new class of graduates who will go out into the world to be successful in their careers, and their lives. I believe most of our graduates leave with a sense of themselves as leaders, and the areas in which they need to continue to learn and grow.

Leadership, which is highlighted in a number of articles in this issue of *Mariner*, is one of the core values that defines Maine Maritime Academy; it sets us apart from other institutions.

Leadership can be defined in a variety of ways. A universally approved or set of leadership standards does not exist. Instead, we each select the leadership qualities and skills that are most suited to our character and personality from a compendium of various abilities, strengths and talents.

Effective leadership can be a matter of the situation in which a leader operates. The philanthropic work of Microsoft's Bill Gates may very well eradicate the scourge of malaria in Africa, but by his own admission, Gates' leadership skills are questionable. On the other hand, Antarctic

explorer Ernest Shackleton never led a group larger than 27 and he failed to reach nearly every goal he set, yet he saved every member of his crew in a most extraordinary story of survival, and his crew knew his leadership meant their survival. (I have a

book suggestion for anyone who does not know of Shackleton and his voyage: *Endurance*, by Alfred Lansing.)

In a pluralistic society such as ours, the opportunity for unanimity of opinion is remote. Enlightened leadership recognizes the value of diverse opinions. Effective leadership is inclusive, it encourages contrary opinions, and it strives to resolve issues collaboratively.

At a small college such as ours, I find leadership is fundamentally about people, not things. It is about trust and respect, it's about a willingness to learn, and about understanding the strengths and weaknesses of people. Most important, leadership is about conveying to others you care about them and value their opinions.

All the best intentions are beside the point if one doesn't act accordingly. Putting into practice one's particular leadership approach allows for real growth, so I often tell our students as they go off into the world, "Those who act are the ones who make a difference." ■

"It defines  
MMA and  
sets us  
apart from  
others."



Famed for his leadership, Ernest Shackleton saved every member of his crew.

# Join the Camaraderie



DEAR FELLOW ALUMNI,

I hope your summer has been wonderful and that you have spent time with family and friends. It always amazes me how quickly time seems to pass by. It's a subtle reminder to us all how important it is to pause and reflect upon the things we take for granted every day; and, most importantly, to make time for those around us.

I want to take this opportunity to thank all of you who have contributed to the 2018 annual fund. Although we are having great success financially, the challenge remains our participation level. It is not necessarily how much we contribute, but rather that we increase the level of participation by alumni.

To be eligible to receive matching

contributions we must reach both a financial goal and have 20% alumni participation annually.

Homecoming is the weekend of September 29, and the alumni office is planning a host of activities. Please join in the camaraderie and enjoy a weekend with fellow classmates and alumni.

Over the past few years, more and more Mariners have enjoyed the festivities, such as tailgating and Honor Alley along Pleasant Street. I hope you can make it to Castine.

Last year our Annual Meeting, held at Homecoming, had overwhelming participation. It truly is great to see the increased interest and participation. The Alumni Association has many initiatives, and its strategy is designed to support the Academy in its mission. Please join us at the Annual Meeting and learn more about some of our current initiatives and how to become involved.

Enjoy the remainder of the summer, and please reach out to the Alumni Office or visit us online at [mainemaritime.edu/mariners-forever/your-alumni-association](http://mainemaritime.edu/mariners-forever/your-alumni-association).

We'd love to hear from you.

Best regards,

Joe Cote '82

**“The challenge  
for the Annual  
Fund remains  
our participation  
level.”**

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# Campus Currents



## Memories and Lessons of a Lifetime

Highlights of 2018 Training Cruise tell of adventure and learning.

FOLLOWING MONTHS OF PREPARATION, TS *State of Maine* departed Castine on May 10 for its annual cruise with more than 280 students and crew onboard. The ship's company was sent off by loved ones bearing signs wishing luck and success, accompanied by the sirens from the Castine Fire Rescue Department.

The Cruise 2018 schedule differed somewhat from that of recent years, with 2/C Deck Students and all 4/C Midshipmen sailing for 70 days, while 2/C Engineers were required to sail for 35 days. In addition, 2/C Engineers received shore-based training in Castine prior to, or immediately following, their swap in Lisbon, Portugal, which was the first such exchange in

recent MMA cruise history.

This year's experience afforded 2/C Midshipmen an opportunity to hone their professional skills on the bridge and in the engine room, while challenging their abilities to lead, supervise, and coach their 4/C mentees as they completed watches, maintenance assignments, cleaning stations and training competencies.

Midshipman 1/C Anthony Franchetti expressed his gratitude to "all those who allowed me to become a better Mariner through their guidance."

Midshipman 1/C Nathan Abbott emphasized that the cruise is a student's job and the

During the course of this year's 14,000-plus nautical mile cruise, students and crew were treated to the magic of many sunrises over the deep blue.

PHOTO: LT. ALLISON M. SMALL

importance of being “a professional when you do it.”

For many on board, overseas port calls in Cadiz, Spain; Rotterdam, The Netherlands; Lisbon; Civitavecchia, Italy; and

---

“I’ve seen more than I could have ever dreamed.”

---

Alicante, Spain proved to be the highlight of the journey.

Students and crew sampled local cuisine and visited museums and art galleries.

“Cruise 2018 was one of the greatest experiences of my life,” said Midshipman 3/C Regan Hallet. “I have now traveled to four different countries and have seen more than I could have ever dreamed I’d see in my whole life.”

Students and crew also enjoyed morale events while underway, including a Trivial Pursuit Night, special late meals hosted by Sodexo, and a July fourth Corn Hole Tournament.

The ship was welcomed back to the United States on July 12 in Eastport, Maine, piloted by Maine Maritime Academy Trustee Capt. Robert J. Peacock II ’71. On July 14, *State of Maine* returned to homeport in Castine, complete with cannon fire and the boisterous cheers and warm embraces of waiting families and friends.

The ship traveled 14,747 nautical miles during the 70-day cruise. ■

— BY LT. ALLISON M. SMALL,  
COMPANY OFFICER



### ABS CENTER

## Hopkins' Art Installed

The sun rises over noted Maine artist Eric Hopkins' newest work.

THE ABS CENTER for Engineering, Science, and Research is now home to the final of four art installations created specifically for the building by Maine artists.

“Passages,” four, 6-foot shallow relief painted panels by Eric Hopkins, line the hallway of the second floor and present what the artist calls a “graphic novel” of the sun’s passage across the sky throughout the day over an ocean setting. Wood remnants from the 2016 renovation of the schooner *Bowdoin*

are incorporated into the panels as clouds and islands, carrying on her “adventure across the high seas,” says Hopkins.

In one section of the paintings, the sun’s energy has kicked up the wind and waves as clouds and sun fly higher in the sky. In the panel “Sunset,” dark violet grays and glowing orange contrast against the purple hills.

Hopkins’ work joins that of two other artists in the building, Caleb Charlend and Clint Fulkerson. ■

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### CAREER SERVICES

## NEW ONLINE CAREER INFO AVAILABLE

CAREER SERVICES HAS A NEW online platform to host our career-oriented material and database. There are more than 1,500 alumni and 600 companies on our site posting 100-plus new jobs and opportunities per month, covering all majors and degree programs.

Career Services posts dates for all of our events, trade shows, career fair and industry employment information that comes through our office.

Alumni are encouraged to sign up for information regarding jobs, mentoring opportunities, industry rumors, LinkedIn Profiles and resume and career assistance. Registration takes less than five minutes to activate an account, and you will have access to the full resources of the Career Services office. Register online at [careercenter.mma.edu](http://careercenter.mma.edu). ■

— BY CAPT. JOE CURTIS, DIRECTOR, CAREER SERVICES



## WATERFRONT

# Northbound to Rugged Beauty

Students receive unequalled training and vistas.

SCHOONER *BOWDOIN* had a successful CR-214 Auxiliary Sail Training Cruise to the south coast of Newfoundland this summer.

*Bowdoin* departed in early June, making port stops in Lunenburg and Louisbourg, Nova Scotia; Burgeo and Grey River, Newfoundland; Bar Harbor, Roque Island, Hells Half Acre, and Stonington, Maine; arriving home to Castine on July 7.

The 10 students onboard received training in coastal navigation, passage planning, marine weather, basic celestial observations, sail-handling, seamanship, vessel maintenance and marlinspike sailor skills.

One of the highlights of the trip was visiting the fjord of Grey River. This remote location on the south coast of Newfoundland is known for its rugged beauty and 1,000-foot cliffs that rise out of the ocean.

*Bowdoin* will depart for the second cruise of the summer on August 12. The

CR-313 cruise takes juniors from the Vessel Operations and Technology major to sea for 14 days where they receive training as watch officers.

While on the cruise the students receive extensive celestial navigation and passage planning training. Planned ports of call include Lunenburg and Halifax, Nova Scotia.

Once *Bowdoin* is back in Castine on August 25 the vessel will commence the ship's fall sailing schedule, which includes several weekend trips with the schooner crew and MMA Yacht Club and destinations such as Hurricane Island and Mount Desert Island.

*Bowdoin* also embarks from the Castine waterfront for day sails from 1600 to 1800 during the week, depending on the weather. These sails are open to community members as space allows. ■

— By WILLIAM MCLEAN IV, MASTER,  
SCHOONER *BOWDOIN*

## CONTINUING EDUCATION

# TRAINING CENTER LOCATION DISCUSSED

PLANNING FOR the new Center for Professional Mariner Development (CPMD) is underway with a location change under consideration. The former Verso paper mill in Bucksport has again come into play as a potential site for the ancillary enterprise that will play a key role in supporting MMA's mission and programs.

The project team had been working toward locating the center on Academy-owned property in Penobscot, but the significant costs necessary to start up business there caused them to reexamine acquisition of land at the Bucksport mill site.

Negotiations on the acquisition are currently in process, and the timeframe for offering professional development courses could be as soon as the end of 2018.

"This will not simply be a curricular addendum for the college," says President Brennan. "It will be an auxiliary enterprise that is mission-appropriate and provides the opportunity to raise revenue to augment the college's operational income needs."

The Center will be a public-private venture, established in phases, to ensure that MMA can steward its finite resources toward the project while also cultivating private funding. For more information, contact Nathan Gandy, Dean of Maritime Training, [nathan.gandy@mma.edu](mailto:nathan.gandy@mma.edu). ■



### COMMENCEMENT

## MMA LAUNCHES THE CLASS OF 2018

A BEAUTIFUL SPRING DAY greeted more than 240 graduating students, their families and friends for the 75th Commencement at Maine Maritime Academy on May 4. After marching to the music of the George Stevens Academy jazz band, a tradition that is more than two decades old, Provost David Gardner asked graduating students to please rise and face the audience.

"The members of the graduating class have relatives in this audience who have supported their quest for an education and who share in their achievements today...the entire academy family would like to extend a thank-you to the families of our graduates, for without your exceptional support and generosity, this commencement would not be possible."

At that moment, parents and spouses of the graduates rose from their seats to be recognized.

The commencement speaker, The Honorable Rear Admiral Mark H. Buzby, USN (Ret.), Maritime Administrator, echoed that sentiment later in his remarks, acknowledging "...all who had a hand in forming the foundation (of those) sitting here today...let me just add my thanks, and well done to you all."

Admiral Buzby's message to the Class of 2018 centered on decisions. Recounting a sea story ("just one"), he offered lessons he had learned, and said, "Perhaps more than anything, the degree of personal integrity underpinning the decisions that you make from this day forward will define you for the rest of your life. This is a relatively small industry that we're in, the maritime industry, and...it's not easy, and your character will be constantly tested." ■

■ To watch the MMA 2018 Commencement, visit [mariner.mainemaritime.edu](http://mariner.mainemaritime.edu).



### ATHLETICS

## Locker Room Progress

Doors open to new prospects and student athletes.

RENOVATIONS TO THE MEN'S basketball, cross country, football, golf, lacrosse and soccer locker rooms, as well as the athletic training and equipment rooms, and the staff/officials locker room are near completion. And they're generating excitement among the student athletes and staff who will use them this fall.

The \$400,000 fundraising goal for the project received generous financial support from alumni, parents, friends and corporations.

"Athletic facilities are an increasingly important choice driver for prospective student athletes," says Athletics Director Steve Peed, "and are critical to delivering a high-quality experience."

Until now, the spaces MMA men's teams call home have looked largely the same for more than a half-century. The new facilities offer more utility, comfort and cleanliness, and serve to honor the athletes in their endeavors.

"The addition of women's locker rooms for each team has had a dramatic impact on female enrollment, as well as the caliber of athlete that we attract," says Peed. The new men's locker rooms and affiliated spaces should provide an equal boost to recruiting and athlete morale in the years ahead. ■

— By MARINERS ATHLETICS





## ADMISSIONS

# Discovery Voyage

Nearly 400 students and more than 30 groups visit campus during spring semester.

DISCOVERY VOYAGE is an on-campus program for groups of students, focused on grades 6-12, that demonstrates MMA's hands-on programs in the academy's non-traditional classroom settings, including oceanographic research vessels, engineering labs, the planetarium, wet labs and bridge simulators.

High schools, middle schools, specific classes (such as mathematics or physics), camp groups (such as Acadia Institute of Oceanography

**The program demonstrates MMA's hands-on programs in non-traditional settings.**

or Maine Transportation Summer Institute) and organizations (such as Girl Scouts, Boy Scouts, and JROTC) work with the Admissions Office to tailor an individual program to meet the needs of their group.

Itineraries include an admission overview, campus tour, lunch in the dining hall and educational programming. Depending on the time of year and availability, overnight lodging may be provided. Specific educational programming may include a navigation cruise on the Capt. Susan J. Clark, a scientific ocean studies drag on the Friendship, hands-on tug and barge exploration, using the library's interactive sandbox and virtual reality equipment, beginning scuba lessons or time in one of the ship bridge simulators. ■ — By KELLY ANN

GUALTIERI, DIRECTOR OF ADMISSIONS & ENROLLMENT MANAGEMENT



## TAKE THE QUIZ

### ARE YOU A LEADER?

Tim Achorn, of the Continuing Education and Maritime Training Department, offers queries, such as these questions, to those attending the STCW U.S. Coast Guard Certified Leadership, Management and Teamworking Skills course. Check your understanding of effective skills below.

#### 1. Active listening requires that you:

- a) Can multitask while listening to the message.
- b) Assume that you already know what the other person is going to say.
- c) Listen to the message received carefully and attentively.
- d) Pre-judge the content of the message based on the personality of the person talking to you.

#### 2. One effective behavioral trait of an effective leader, known as "think win/win," is expressed by which of the following characteristics?

- a) Share recognition and power by tapping the capabilities of all people in the organization and routinely providing constructive feedback and praise.
- b) Permit solutions to be formulated through open communication between respectful individuals.
- c) Avoid becoming closed to new ideas.
- d) Pursue innovation and refinement in yourself and the organization.

#### 3. All successful endeavors are the result of human effort. This effort is comprised of each of the following except:

- a) Interpersonal communications
- b) Taking advantage of others' situations
- c) Conflict management
- d) Problem solving

#### 4. Which of the following statements is not a benefit of planning?

- a) Planning allows us to solve our minor problems but cannot do much as far as major problems are concerned
- b) Planning allows us to define the job and set a direction
- c) Planning allows us to measure progress
- d) Planning allows us to communicate goals

Answers: 1.) c ; 2.) a ; 3.) b ; 4.) a

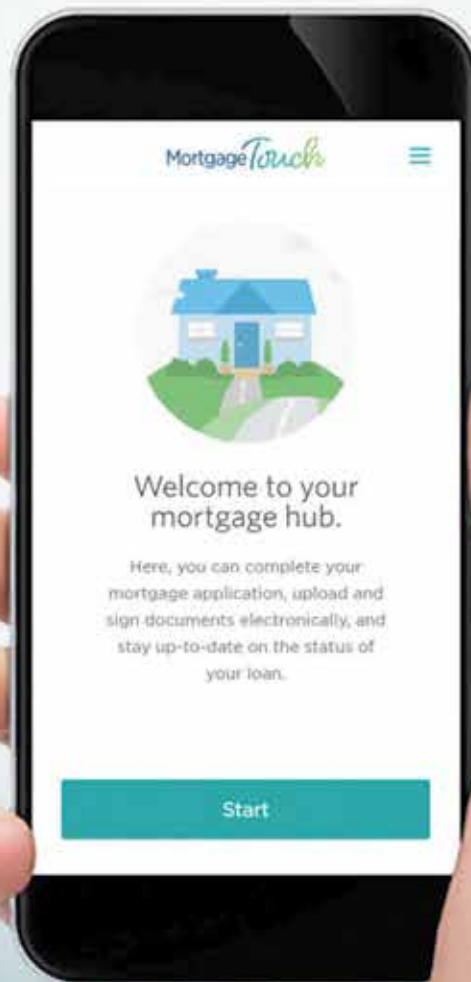


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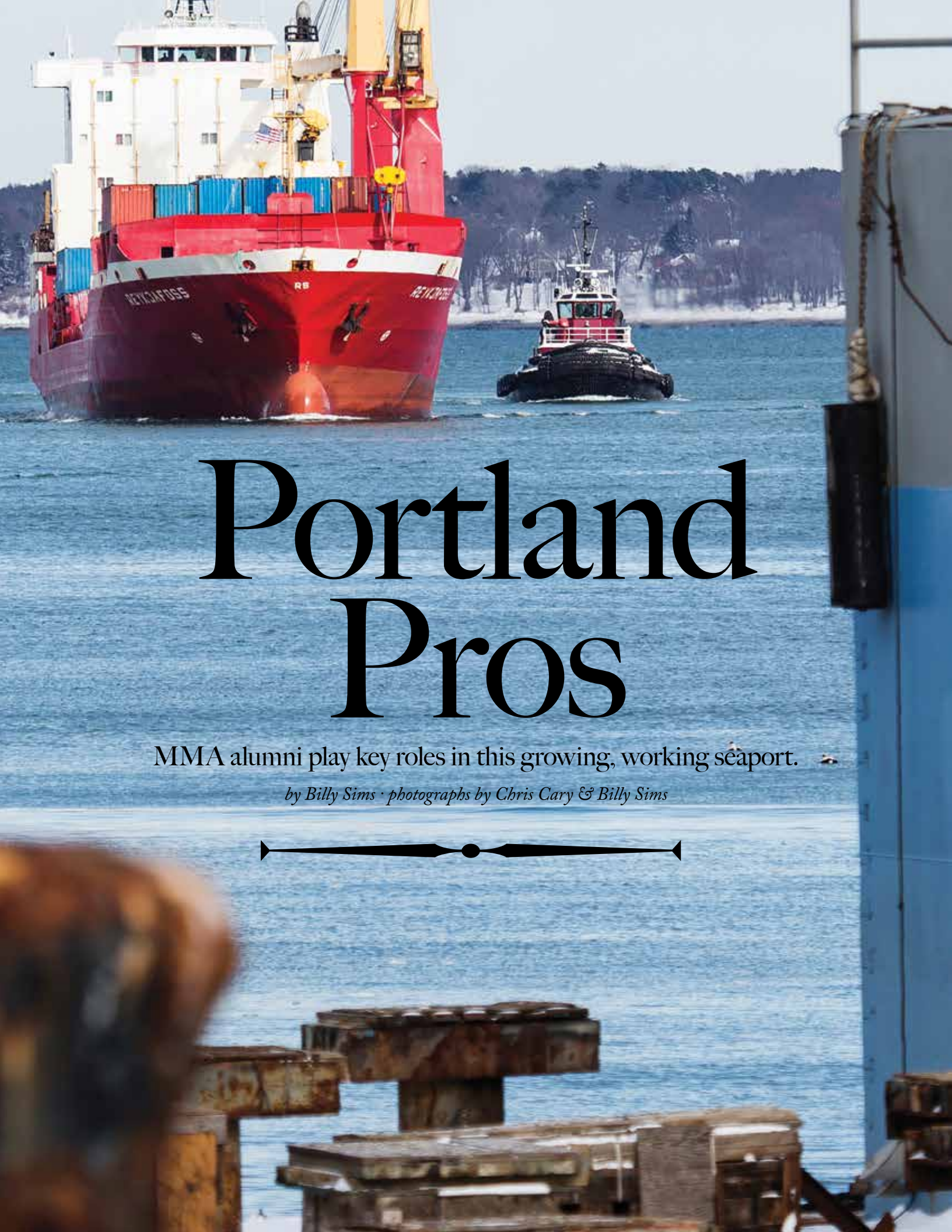


  
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# Portland Pros

MMA alumni play key roles in this growing, working seaport.

*by Billy Sims · photographs by Chris Cary & Billy Sims*





**J**ust about any direction you steer in Portland seaport you're likely to meet MMA alumni. We talked to a sampling of academy-trained professionals and learned that the port has taken on new energy and growth with shipping and investment on a steady uptick.

In recent weeks, a second mobile harbor crane was installed to handle growing freight volume at the International Marine Terminal, part of more than \$15.7 million directed toward doubling cargo capacity and a promising trade connection to Canada, Scandinavia and Northern Europe. Other projects include construction of a new operations building, enlarging the pier and improving rail service to the port.

"The potential for growth here in Maine is significant," says Matthew Burns '04, acting executive director of the Maine Port Authority. "We have already experienced major success in the recent developments and hope to see that business continues to grow."

Burns has a full docket of responsibilities, from purchasing port equipment and managing marine infrastructure projects to developing maritime-related policies and meeting with private sector businesses to assist them with improving their freight transportation needs.

"I love that I still have a strong connection to the maritime industry in my line of work," he says (having worked as a deck officer at sea for 13 years), "but I am home with my family every night."

The volume of containers moving through the terminal has more than doubled since 2013, as well as the value of goods, which was \$502.7 million last year.

## EBB & FLOW

**A** major player in this growth is the Icelandic shipping firm Eimskip, which made Portland its U.S. headquarters in 2013. The company imported more than \$283 million in products—primarily frozen fish—into Maine in 2016, according to the *Portland Press Herald*. It also exported \$118 million worth of products, including \$2.8 million worth of lobsters.


Two MMA alumni work with Eimskip: Leah Libby Menezes '17 and Nate LaChance '02.

Menezes works in documentation and customer service in the Logistics Services area, helping customers from start to finish in the export process from Maine to Europe. She monitors the logistics behind scheduling pickups, clearing cus-



Portland Harbor Pilot, Capt. David Germond '81 boards an inbound ship.





toms and working with overseas offices to make sure everything is in order for a smooth entry.

LaChance is a terminal manager for SDG Marine, a contractor for Eimskip that handles stevedore services at the port.

“My primary responsibilities are managing the local union (ILA) personnel,” he says, “coordinating day-to-day operations, including loading and unloading Eimskip vessels, and ensuring our transportation partners are efficiently able to deliver containers to and from the port.”

“Because of the recent improvements at the port (a second crane, new container stacker and more),” he adds, “the future looks bright for international shipping to and from Portland.”

Shawn Moody '82, agency manager with nearby Chase Leavitt Shipping Agents, started with the company in 1995 after going to sea for 13 years and obtaining an Unlimited Master's License. His responsibilities include serving as direct liaison with vessel owners, operators and charterers. He coordinates pilot and tug services for them, and serves as liaison between clients and government officials. Moody also serves as a marine surveyor. The company specializes in bulk, breakbulk and cruise ships.

“We've seen forest products import/export definitely declining with the paper mill industry in Maine closing many of its mills,” says Moody, “but as long as we are driving cars and have cold winters, gasoline, heating oil and road salt will continue to be cargoes that will be imported via Maine ports.”

He has observed that cruise ship traffic is on the rise as cruise lines look for new ports, and Portland and Rockland have benefited from the oversaturation of Bar Harbor.

Portland is the second largest port of call in Maine for cruise ships, after Bar Harbor and adjacent Acadia National Park. Cruise ships dock at the Ocean Gateway International Marine Passenger Terminal, the largest cruise ship terminal in the state.

The terminal has three berths for cruise ships, which is a bonus for the cruise lines, as they don't have the liability of ferrying their passengers from the ship that they have in anchorage ports such as Bar Harbor. Its central proximity between the embark/debark ports of New York and Boston and the Canadian Maritimes makes it an ideal stopping point for passengers.

Another MMA alumnus, Daniel Guay '84, heads up the company's Marine Survey Department. “As experienced marine surveyors,” he says, “we have performed numerous draft

**The volume of containers moving through the terminal has more than doubled since 2013, as well as value of goods.**

surveys, cargo damage surveys and on-off hire condition surveys, as well as cargo loading and discharge supervision.”

Also, Scot Clontz '03 is a boarding agent for Chase Leavitt. Nearby, another alumnus, Jim Goss '02 works for Moran Shipping Agents.

## PILOTS AT THE POINT

If you are bringing a ship from the south or one with more than a 35-foot draft into Portland, the first person you are likely to meet is either Harbor Pilot Capt. Mark Klopp '87 or Capt. David Germond '81, at the “P” Buoy located 12 miles offshore from their berth on Union Wharf.

“Once we board the vessel, the master of the ship and pilot have a formal information exchange regarding the condition of the vessel, her maneuvering characteristics and passage plan into the harbor,” says Klopp. “When this is complete the captain will pass the ‘conn’ (control) of the vessel to me and we proceed inbound. At this time, I am conducting the speed, course, collision avoidance and all communication with other ship traffic and tug escorts as required.”

A typical day for the pilots might be as it was July 18, when Moran Shipping Agency called to report the ship *Iver Prosperity* would be arriving from Saint John, Canada, on July 21 at 2215. The plan was for the pilot to board at the eastern approach pilot boarding station, going to Buckeye terminal in South Portland.

“We also will have a container vessel in port, and the ferry from Yarmouth arriving and departing,” says Klopp. “The time of arrival and departure of all vessels will inevitably change; we need to adjust constantly. In other words, we must be very flexible, around the clock, 24/7. Throw in weather conditions such as fog, high wind and large seas that prevent us from boarding or disembarking, and the traffic movement puzzle gets more complex.”

With all the challenges of the job, however, Klopp says, “The work is fascinating and rewarding. Departing the harbor to board a vessel offshore is different every day and night. I witness Mother Nature first-hand, up close, every day. There is never a dull moment.”

At the Portland Head Light, Portland Tugboat Company vessels take over from the pilots to escort and berth and assist ships. Capt. John Reeves '09 operates the *Andrew McAllister*, a ship assist and escort tug.

“We help out our Providence division (of





McAllister Towing), regularly escorting tugs and barges through the Cape Cod Canal,” says Reeves. “We also have been escorting Bath Iron Works’ Navy ships in and out of the Kennebec River.”

The perks of the job go back to MMA: “I feel very fortunate to be able to apply my education and skill set close to home, and work with some of the best people I’ve ever met,” he says. “I also really enjoy that we get involved with community charitable and celebratory events.”

## ANOTHER VIEW

Attorney Mike Savasuk ’74 with Troubh Heisler, PA has watched the activity of the port from a downtown corner office with an expansive view since 2012, after 30 years of private practice. He specializes in maritime and admiralty law, and has defended million-dollar claims; he has also obtained multi-million-dollar verdicts.

Savasuk represented the captain and crew in a case involving the largest salvage award in the United States.

After graduating from MMA, he was a deck officer sailing on oil tankers before attending law school and then working for a large admiralty firm in New York City.

“Most of the cases I handle, especially maritime cases,” says Savasuk, “present a unique set of facts and legal issues that require extensive research and analysis.

“The outcomes can often set a precedent. In other words, I’m making a difference, which keeps the work interesting.”

Savasuk notes his connection to MMA continues in several ways: “I have represented other alumni in the area. One of my favorite things to do is help young MMA students and graduates, whether it’s regarding problems with the USCG or winning a recent case where a young cadet got Legionnaires’ disease.

“This case set a precedent when a federal judge in New Orleans found the vessel unseaworthy as it pertains to the workplace for seamen.”

Savasuk has also served on the MMA Alumni Association Board, which he observes, having worked with other maritime schools, “is a group of highly organized, focused individuals who are deeply committed to maintaining a strong U.S. maritime industry.”

Another alumnus and longtime resident of the Portland area, Charlie Baird ’85, is



Just a few of the many MMA alumni in Portland: (Top, left to right) Libby Menezes ’17, Nate LaChance ’02 and Matt Burns ’04. (Above) Mike Savasuk ’74. (Opposite page top, left to right) John Reeves ’09, Dave Mason ’05 and Ed Holland ’99.





Deputy Harbor Master, and his job involves escorting ships in and out of port, enforcing no-wake zones and helping coordinate community events in the harbor.

“Portland is thriving with eight marinas, a yacht club and many mooring fields,” he says. “In recent years, not only has Eimskip shipping made a large investment in the port but also Portland Yacht Services.”

Baird’s maritime experience includes 14 years on container ships and 17 years on tankers, ultimately as a chief mate. “As far as Portland goes,” says Baird, “it is a growing, vibrant town, close to Boston, beautiful mountains and ocean, with a lot of work opportunities and alumni contacts.” ■

■ Additional photos of MMA alumni who work in and around Portland Harbor can be found at [mariner.mainemaritime.edu](http://mariner.mainemaritime.edu).

**“The work is fascinating and rewarding. Departing the harbor to board a vessel offshore is different every day and night. I witness Mother Nature firsthand, up close, every day. There is never a dull moment.”**

## More to Come

THERE ARE MORE MMA graduates at work in the Portland area than we could discover and contact for this article. We would be happy to update fellow alumni with news of others in Portland in future Class Notes updates. Send info to [billy.sims@mma.edu](mailto:billy.sims@mma.edu).

There are many MMA alumni events in the Portland / Southern Maine area. Contact the following alumni chapters to learn of upcoming activities.

**Seacoast Chapter**  
Portsmouth, New Hampshire  
Mike Grigware  
[mikegrigware@gmail.com](mailto:mikegrigware@gmail.com)

**Casco Bay Chapter**  
Portland, Maine  
Pat Zrioka  
[patrick.zrioka@fwwebb.com](mailto:patrick.zrioka@fwwebb.com)

**Ned Andrews Chapter**  
Bath, Maine  
Alton Leeman  
[al.leeman@gdbiw.com](mailto:al.leeman@gdbiw.com)





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[mainemaritime.edu/support-mma](http://mainemaritime.edu/support-mma)









# Pirates, Pluck, Providence

The call to command, from fending off pirates to saving refugees in peril, has challenged this alumnus at all points of the compass.

*as told by Capt. Michael Tolley '93 · art by Ted Slampyak  
photographs courtesy of Michael Tolley '93*

*Capt. Tolley is a Columbia River Bar Pilot who has circled the globe many times in 24 years at sea—in the Navy under combat, as a merchant mariner on tramp steamers, even as master of a wooden schooner caught in a storm with four feet of water in the bilge.*

*Tolley has many great sea stories. Some of the most intriguing and adventurous are shared here. Through them all, he says, he has been guided by seat-of-the-pants training, beginning at MMA, and a willingness to fight for what's right and “think outside the box...”*

T. SLAMPYAK '18

# It's May 29, 2018,

AND I'M PILOTING an outbound, 738-foot Panamax bulk carrier loaded with 60,000 tons of soybeans, approaching the Columbia River Bar. The channel is dredged to 43 feet, the ship draws 43 feet and we have 3 feet of water under her keel.

We're coming up, full-ahead, sea speed, at Buoy 21 when there's a sudden quiet instead of the rumble of the engine. I look down and see we're at 40, then 35 RPMs.

I ask the captain, "You gonna call the chief? What's going on?"

"Captain, we need to know now when we're going to have RPMs back up."

He calls the chief and learns they've lost jacket water cooling, and so the engine is overheating.

"OK, Captain." I stay as calm and collected as I can muster. "Here's what we're going to do..."

We're very, very heavy, very deep, and we've got a lot of current. If we drop and lose an anchor, we've got a big problem. I order the starboard anchor lowered a half a shackle into the water and make her ready for letting go, hoping to anchor just outside the channel in deeper water, trying to slow down the vessel using her rudder and dragging the screw through the water.

"Captain, let go three shackles...the anchor should be bouncing off the bottom...now let's veer out to 10 shackles." The bow rounds up into the current, but we drag across the channel with the ebb current at 2.5 knots toward the jetty at Buoy 11.

And then I let go the port anchor, which I am hesitant to do because it could tangle with the starboard anchor.

Now we're down to 1.7 knots but still heading toward the jetty, the buoy, and a 23-foot shoal spot just off the port beam. So, we use the rudder, the anchors, the wind and those 30-40

“

We're  
very, very  
heavy,  
very deep,  
and we  
have a lot  
of current.  
If we drop  
and lose  
an anchor,  
we've  
got a big  
problem.

”

A helicopter captured this photo of one of several boats with Somali pirates who attempted to overtake Tolley's ship in 2009.



RPMs to our best advantage to not take out or tangle the buoy with the screw while being mindful of the current as well.

We use everything we've got and make our way clear of the buoy, ease off the RPMs, and come to a stop with the anchors holding, and tugs arriving, almost 5 hours after losing steerage.

You know, you go through rough times in your life, but they happen for a reason. All the training I did at MMA and in the Navy, maybe that saved my butt—more than once!

## Right Place, Right Time

Before MMA, I attended the University of Utah, and I joked that I was pre-med, pre-law, and pre-school! I never would have graduated.

But then I came to Castine. I went on the freshmen training cruise as a deckie, and everything just clicked and fell into place for me. The structure of the learning was what I needed, and I was determined to be a mariner from then on. It was like I was supposed to be there.

That's the way my life has unfolded, although I haven't always been able to see it at the time.

After MMA I took a commission in the Navy, went to the USS *Rushmore* (LSD-47) dock landing ship, became a navigator, boat wave commander, and early on, won the Ship Handler of the Year Award for the Pacific fleet. It all turned out to be quite an adventure. A couple of experiences stand out.

## War Time

In 1994, when I was first attached to the ship, I led troops, mostly Marines, ashore for the evacuation of the U.S. Liaison office in Mogadishu, Somalia. In August of the same year, we were part of an Amphibious Readiness Group off the coast of Kuwait and received orders to hold the line and deter Saddam Hussein's invasion farther into the country.

One of the landing craft I used to lead troops ashore caught fire and I had to beach it. I left the boat and the crew safely there, and with a fellow crew member, walked most of the day. It was surreal.

We headed for another landing craft farther away. Things all around had been shot up from the fighting, and jeez, you didn't know if there were enemy forces in the area.

Eventually, I made it back to the ship, snagged another landing craft, got my crew and towed the boat back to the ship. It all seems now like something only a couple of crazy 20-something-year-olds would do.

In addition to being navigator on the



*Rushmore*, I was the helicopter control officer, in charge of all flight ops, which gave me the opportunity to work with and observe Navy SEAL teams on the ship. Everything they do is extreme...fire practice every single morning, fast roping and swimming, then catching a ladder, climbing up into a helo. I had no idea about SEALs at the time, but the experience helped me think outside the box when I became a merchant captain.

## Pirates Come Calling

After the Navy, I needed a change and worked as master of a couple of New England schooners and did boat deliveries before getting married. Then I had to get a real job.

I worked as Third Mate and eventually Master/Captain for Sealift, Inc., delivering food aid all over the world aboard tramp steamers. It was old-time tramp steaming, splicing wire rope for rigging, speaking Swahili in Kenya and Wolof in Senegal...it was just amazing. I'd been inspired by one of my MMA professors, Capt. Al Brown, who had done the things, tramped all around Africa.

November 2, 2009, aboard the bulk carrier *MV Harriette*, I had taken departure from Mombasa, Kenya, and was bound for Mumbai. We were on an easterly course late in the morning when I got a call from the third mate: "Captain, we have inbound boats."

I ran to the bridge, looked out, and saw two inbound skiffs (Somali pirates) broad on my port bow. I ordered the helmsman, "Hand steer, left 20. Get down on your knees. They're going to try to shoot out the windows."

I was thinking, You can't be intimidated. You've got to take the fight right to them.

We turned toward the skiffs, sounded the ship's whistle and were on a closure rate of 35-40 knots. We sounded the general alarm, put out a Mayday call and another to the International Maritime Bureau. We were 364 nautical miles east of Mombasa. They were out there, just waiting for us.

My adrenaline started pumping. I had a gangway security team, but they were unarmed, except for a couple of paintball guns. We were taking a butter knife to a gun fight.

Yes, we had the ship's hoses run out on the bridge wings and on deck, but I didn't think that was going to do much. So as they came upon us, I turned hard to port, and, boom, my timing was just right; we nailed the first boat, which then was sent dragging down along the side of the ship.

The second boat overshot the bow to starboard as I was turning. He rounded back up but hit our wake, which threw them into the air and either swamped the skiff or caused engine problems so



Capt. Tolley met with Jordanian officials while discharging wheat for Syrian refugees in Jordan. "It was something I'll never forget," he says.

“

We were taking a butter knife to a gun fight.

”

that they couldn't keep up with us.

The first skiff gained steerage, approaching port midship with a wide hooked ladder in the air. I ran out on the port bridge wing, screaming and yelling. Just as they were about to connect, I gave the command for hard to starboard. It created just enough of a wedge of water to drive them away and miss connecting. They tried again. The chief put in maximum RPMs, and they slipped aft but came chasing back after us.

I grabbed one of the paintball guns and leaned out over the bridge wing with it showing, yelling every threat I could think of. One of them stood up and pointed an RPG (rocket-propelled grenade launcher) at me. I thought, "Oh, God..."

They could have maybe hit me or put it into the side, but I believe at that angle it was too tight, too steep. Out of frustration they started firing off their AK-47s. They shot up the port lifeboat and a few holes near me. But I kept leaning over to watch them and calling maneuvering commands to the helmsman. We began to slip away, and they gave up and turned away.

We made our way on to Mumbai, but there would be another bout with pirates, four years later off the West Africa coast.

## Great Balls of Fire

On July 18, 2013, I was captain of the *MV Liberty Grace*, a handymax bulk carrier, and we were off Lome, Togo. At 1:54 in the morning, I received a call from the second mate from the bridge: "Pirates on board. Pirates on board."

We had strung razor wire around the perimeter of the deck, and they were in the process of cutting through it.

This time I was better prepared. We had rigged up 4-foot sections of pipe with end caps and stuffed them with contents from our parachute rocket flares, ball bearings and anything else we thought might work. There

were three skiffs full of men around the ship.

We put on welders gloves, took aim and fired one off through the pirates down into one of the skiffs. There was a sonic blast, burst of flames. It rained into the skiff, and the pirates at the rail went into the water. Men in the skiff went overboard, and then all three skiffs circled in the darkness trying to recover their men. We couldn't see what was happening, but we pulled away. It was crazy.

They ended up taking another ship after the attempt on us.

## Mediterranean Rescue

**O**f all my time at sea, the most significant event for me occurred on November 17-18, 2014, aboard the *MV Liberty Grace* in the Mediterranean.

We were sailing from Bahrain back to the States. I had just left the bridge for breakfast when the mate called, "Captain, we've been diverted by the Italian Navy. There's a fishing trawler with refugees."

It was 12 miles away, and we went right to them. As we approached the blue-and-white 78-foot trawler, I could see water coming over the side from the bilge pumps, and the engine was clearly not working, probably due to a lack of fuel. There were 241 Syrian refugees crammed aboard.

We passed a sea painter down and made them fast. I was able to control the ship so that we could safely tow the trawler and lower our gangway down onto its deck. Thankfully, conditions were perfect. Any kind of weather, and we would've had to use the pilot ladder, and I don't know how we would have done it.

For more than two hours, they came aboard—men, women, children, babies, people who had been shot. They had been suffering various sicknesses, wounds, lack of food and water. As they slowly lined the deck of the *Grace*, they looked like images from photos of those on the train tracks of Auschwitz.

The first thing they said was, "Water, water, water, water..."

The next thing was, "Shampoo, shampoo, shampoo..." They wanted to restore their dignity.

They'd left their country primarily from two towns, Aleppo and Homs, where they had suffered unbelievable oppression and been bombed with chemical weapons. As we got them settled on the ship, you could see them starting to relax, and all these children had smiles on their faces.

But they soon became worried: "What's next? Will we be sent back to Syria?"

The leaders among them wanted certain things, and I made that happen. They wanted the UN High Commissioner for Refugees and the Red Cross there. I put the request in, and they were answered affirmatively.



Tolley and crew rescued 241 Syrian refugees aboard a disabled trawler in the Mediterranean. "They looked like images from Auschwitz..."

“

You've got your moral compass and you've got the law of the sea, and you have to do what's right.

”

They lucked out because they were granted asylum. Today, they're in Sweden, France, Germany, and all across Europe.

They were amazing people. Many had led careers as doctors, lawyers, engineers, and journalists, but they left with only backpacks, some water and a change of clothes. They left everything behind and suffered through so much. It was an honor and privilege to serve them, and I'll never forget it.

My whole crew jumped to the tasks. It took all of us and was continuous.

To be honest, the ship's owners weren't that pleased by our involvement. But I would still do the same thing. You've got your moral compass and you've got the law of the sea, and you have to do what's right, regardless.

## Meant to Be

**O**ne of my inspirations has been Capt. Deborah Dempsey '76, the first female to graduate from MMA, of course, and the "first" at many other things in her career, including becoming a Columbia River Bar Pilot. In 2013, I had interviewed for a job with the Oregon Pilots, as she had done, but I didn't make it.

I interviewed again in 2015. This was after the second pirate attack, the Syrian refugee rescue and many more miles at sea, and I stood before the Board once more. I think these experiences put me over the top.

Leadership has always been a core value to me. Its importance was instilled in me right from the beginning at MMA.

A leader is someone who will jump in and fight alongside his or her crew and get the job done. You have to inspire and lead people by being an example to them, but you also have to serve and take care of your crew, look after them.

When I look back on life, I believe I've been led by my faith, and offered opportunities where I had to connect the dots and make the right decisions.

So far, so good. I am humbled to have been so fortunate. ■



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# Leadership Defined

Action counts, say eight students, staff and alumni. Here is their advice.  
*by Billy Sims*





Kylie Bradley '18  
says motivating  
others is key to  
good leadership.



One of the top attributes cited about MMA graduates is that they know how to lead others toward objectives in vastly different situations.

**I**T COMES DOWN TO BASICS. You learn how to follow—and how to do so responsibly—before you are given the responsibility for leadership of others.

This happens through experience in the Regiment, training on the MMA vessel fleet, classroom projects and labs, athletics, cooperative education programs and internships, student government...the complete list entwines almost every major endeavor while you are a student into a virtual rope inside you that may fray but never breaks when you are called upon to take charge.

Rear Adm. Mark Whitney '84 has served in the U.S. Navy for more than 34 years, presently as Fleet Maintenance Officer for Fleet Forces Command, and says, "Maine Maritime Academy instilled in me a leadership principle that I do not fail to follow: I never expect anyone to do something I would not do myself and, more aptly, have not done myself already. This has served me well in my career."

Below are some other key qualities of good leadership that Whitney esteems:

Humility: helping people to feel safe in being open with you and providing honest feedback because there is no fear of your positional power.

Trust: being credible and reliable so that people feel an emotional connection

with you, as well as a belief that you are focused on making the team successful versus being selfishly motivated.

Active listening: reinforcing how people feel their input is being received and incorporated into your thinking.

Empowering others: understanding the power of letting go, that not all information and decisions rest with you.

Tact: the art of making difficult decisions without using negative emotions or traits like yelling and profanity.

Patience: being the calm in the storm and developing the ability to resist impulsive and reactive decisions.

Following are the experiences, achievements and advice of those who we asked to define leadership.

## Motivate

Kylie Bradley '18

Marine Engineering Technology

BRADLEY EXEMPLIFIED leadership while at MMA as the women's soccer captain, Female Athlete Leader of the Year and Senior Scholar Athlete of the Year 2018. She was NROTC MIDN Operations Officer, Regimental Master at Arms and much more.

"I define leadership as the ability to motivate a person or group to accomplish a task, whether it's

"The more senior you become as a leader, the more consequences there are when your words and actions are not closely aligned."

Rear Adm. Mark Whitney '84

“A great leader is one who can provide clear, concise objectives.” Timothy M. Achorn '79

convenient or not, and whether they want to or not.

“Finding ways to motivate others is the most difficult aspect of being a leader. It's easy to order someone around if they have to do what you say, but it's a challenge to have an individual want to follow and go beyond the basic assignment. This aspect has been a key focus on what I've tried to do as a leader at MMA.”

How has the MMA experience enhanced Bradley's leadership ability?

“NROTC promotes that we know our people, take care of our people, and breed trust throughout our command/unit.

“The regiment is also a unique leadership lab. As a physical training instructor, training staff person and Master at Arms, I learned a great deal of patience dealing with students who might not always want to buy in to the way of life in the regiment.

“I also learned a lot from the In Command Leaders Programs, which brought in some really cool speakers to give more perspectives on leadership styles and approaches to leadership than we are able to experience at MMA.”

## Understanding

Timothy M. Achorn '79

MMA Continuing Education Instructor

STANDARDS OF TRAINING, Certification and Watchkeeping (STCW) code has brought forth new requirements for deck and engineering officers, specifically leadership, management and teamwork skills.

Achorn created MMA's continuing education course, Leadership Management Skills according to IMO guidelines that lead participants to a USCG certificate to maintain licensed status. The course is a blended online and in-class experience. An individual can participate in the online portion from anywhere in the world and progress at his/her own pace and then come to Castine for a one-day session and receive his/her certificate.

“Embedded in this training are various means to assist individuals to be better communicators,” says Achorn. “The aim is to enhance participants' ability to be comfortable using assertiveness in the proper ways, both as a leader and as a subordinate. Key to it all is understanding the different attitudes and

styles of management and leadership. “Once the participants of the course land in the one-day session here on campus, they have gone through 90% of my material, and they wrap it all together and convey through discussion those differences between being a leader versus a manager.

“A great leader is one who can provide clear, concise objectives so his/her team can perform without hesitation or confusion. He/she is someone who says, ‘We are going this way...’ and leads them with inspiration. A great leader understands that people are of importance. Most of all, they know they may not have certainty at all times, but they have built a great team to work with and they back them up.”

## Create Change

Chase Davidson '19

Marine Science and Small Vessel Operations

DAVIDSON IS A SENIOR resident assistant, but in his freshman year he lived in what he calls a “trouble section” in the residence hall. He also observed that there were students in the greater community who were “driven by the quest for money, and I wanted to create fertile ground for the student community to grow and find their passion.”

“That experience at MMA, more than any other, has helped me become a leader because I wanted to see the community go down the right path and I wasn't going to wait for someone else to do it.

“My hope is that when I leave the academy, my positive efforts and impact will continue to ripple through the campus for years to come.”

Davidson's one lament regarding his leadership development while at MMA: “Time management. The past four years seemed to slip by so quickly, and it always seems there isn't enough time in the week during school.”

He defines leadership as: “Being an influential role model in society and creating change in your community with your actions.”

His advice to others who are interested in being good leaders?

“Get involved as soon as you can because time at MMA goes by quickly!

“And as Gandhi said, ‘Be the change you want to see in the world.’”



# Confidence

Capt. Tina Vanderploeg '92

Owner, Mobile Maritime Training, LLC

AFTER MORE THAN 20 YEARS as a contract mariner with the Military Sealift Command, Vanderploeg retired and now provides safety, physical security and firearms training to merchant mariners, and serves as Maritime Accident Investigator for The New Jersey Maritime Pilot and Docking Pilot Commission.

She worked her way up from third mate to captain within the first 10 years of her career, becoming the first female captain of an LMSR-class vessel, and rose to the rank of LCDR in the U.S. Navy Reserve.

"Leadership," she says, "is the ability to motivate others to achieve their full potential with the ultimate goal of achieving a working team. The leader can create the team by understanding and utilizing each individual's strengths. Building confidence and trust with each team member enables a good leader to delegate responsibilities.

"The team must also trust the leader. Honesty and good communication are necessary to achieve the ultimate goal. The leader who promotes creativity and results is the motivation and the inspiration of the team, not just someone who tells others what to do."

The key words that Vanderploeg uses to define leadership:

"Delegation: In my experience, people

perform better if they are not micromanaged. By delegating responsibility and the support needed to achieve a task, you give others the chance to achieve their full potential and creativity.

"Confidence: To delegate responsibilities, there must be a level of confidence in each member of your team. However, you should also have enough confidence in your own decisions and abilities for your team to trust you as a leader. You must gain the respect of the team by showing confidence."

# Inspire

Rylee Knox '18

Marine Systems Engineering

KNOX'S LEADERSHIP EXPERIENCE as an MMA student spans from being president of both the Student Government Association and the Student Mariners Society to being an MMA Alumni Association Student Director, a 2nd Class Stryker, a 3rd Class Mentor and more.

He defines leadership as "both action that inspires and wisdom that leverages the aptitude of individuals to achieve."

The key word he advocates for good leadership: inspire.

"When I look at the people in my life whom I would like to follow into a challenging situation, they all have one thing in common: their actions and personal conduct give context to their leadership. You must lead within the context of your own character.

"I have learned that there is no title or authority



Good leaders adapt their methods to given situations. These four personify those qualities: (shown top left to bottom right) Tim Achorn '79, Chase Davidson '19, Tina Vanderploeg '92 and Rylee Knox '18

MMA provides a solid foundation for leaders, say Joseph Valliere '99 and Doug Herling '85.



that can cause a team to follow a leader with the same loyalty as is derived from the admirable character of a leader. This is the principle that I try to live by.

"MMA has given me a platform to strengthen my leadership skills through direct experience.

"I had the distinct honor of leading the student body in professional conversations with the administration about freedom of expression through arguably one of the most controversial and emotionally charged elections in our nation's history.

"This experience taught me that there is real value in taking time to honestly listen to the opinions of others, and consider situations from the position of those who disagree with you."

## Trust

Joseph E. Valliere '99  
Sr. Principal Engineer Logistics Specialist  
Raytheon Company

AS THE FIRST GRADUATE of the MMA International School of Business and Logistics, Valliere started work two days after commencement, and in less than 10 years he has progressed to working as a lead logistics member on the shipboard test team of the DDG 1000 *Zumwalt* Program at Bath Iron Works. The *Zumwalt* is referred to as a 21st-century destroyer, and the ship is laden with advanced

technology and capabilities that call for high-caliber teamwork and leadership.

"We have all been led by leaders who we respect," says Valliere, "and some leaders who have disillusioned us. We learn from both.

"Leaders know, listen and trust their team. Leaders know what is best for the team, not themselves. Sometimes, leaders need to be good followers. Respected leaders must be ethical in their practices.

"My leadership evolution continues. With more personal experience and by working for several different leaders over the past two decades, I continue to learn from each encounter. Every situation or challenge leads me back to my leadership toolbox.

"I keep some tools, I sharpen some, and if a tool is broken or worn out I discard it. I also borrow and lend tools to and from other leaders. I have made my share of mistakes and learned from them, and a couple of those mistakes led to what are now power tools in my toolbox."

## Approachability

Doug Herling '85  
President and CEO, Central Maine Power Company

HERLING STARTED at Central Maine Power (CMP) as an operator at the company's oil-fired generator in Yarmouth shortly after graduation from MMA. He has worked his way through various management positions during the past 33 years, including Vice President of Engineering and Asset Management, Vice President of Special Projects, and most recently, Vice President of Electric Operations, before being appointed to his present position.

His experience at MMA, he says, prepared him well for a leadership role. "It may sound contradictory," he notes, "but from day one as a MUG, understanding the importance of following orders builds a real sense of appreciation for good leaders. Learning how to prioritize by managing multiple assignments and knowing the value of teamwork were all critical life and professional lessons learned at MMA."

Keys to good leadership:

"By being approachable I find I am able to build productive relationships with my team that are built on trust," he says. "To me it is about being credible. If you don't have credibility with your team, your customers and your other stakeholders, you cannot be successful.

"You need to be able to tell people where they are going before you can expect them to help you get there," says Herling. "An organization's vision determines a common definition of success and prosperity that all members of the team can buy into, and to which they can contribute." ■

"A lot of people have quite complicated things to say about leadership. To me, it is about being credible." Doug Herling '85



# Alumni News



## Homecoming 2018

MMA WILL RECOGNIZE ITS FIRST 75-year alumni classes, 1943-1 and 1943-2, during Homecoming festivities September 28-30, 2018.

Leading up to an event-filled weekend, MMA students will be celebrating an inaugural Spirit Week, participating in special events and class competitions throughout, culminating with a spirit bonfire.

The Regiment of Midshipmen invite all alumni to attend Morning Formation at 7:20 a.m., Friday at the academy flagpole. Following dismissal from quarters, alumni are welcome to attend select morning classes. The Alumni Golf Classic has a shotgun start at 1 p.m., and evening events include the MMA Hall of Fame induction banquet, an Alumni Reception, dinner with classmates, a Presidential Welcome, Alumni Association awards, and entertainment. Student Life will host a Casino Night for alumni, students, family and friends following meals.

Of note will be two showings of *The Lucky Few*, a U.S. Navy documentary based on the fall of Saigon, the USS *Kirk*, her crew, and CDR Paul Jacobs '58 who

are credited with rescuing thousands of Vietnamese. The 8 p.m. showing in the BIW Humanities Lecture Hall is reserved for the Class of 1958 and dignitaries, with the second viewing open to all at 9:30 p.m.

On Saturday, festivities include a Fun Run, harbor tours, demonstrations, the annual Alumni Association meeting, food, merchandise tents, games, inflatables, football and soccer.

Following the traditional March On, Honor Classes have reserved tents on Alumni Alley (Pleasant Street) where they may gather during the game and afternoon activities. Other classes or groups are welcome to reserve a tailgate area with MMA Conferences.

Guests are invited to the Alford Student Center Saturday evening to dine in the newly renovated dining hall (pay at the door). Following football, MMA women's and men's soccer teams play at 4 p.m. and 6:30 p.m. against Northern Vermont, Lyndon.

For more details or to register for events, visit [mainemaritime.edu/homecoming](http://mainemaritime.edu/homecoming) or contact the Alumni Relations Office at [alumni@mma.edu](mailto:alumni@mma.edu). ■

### SAVE THE DATE

#### Ship Jump

Sunday, August 26, 2018  
MMA Waterfront

#### Admiral's Cup Tailgater

Saturday, September 15, 2018  
Massachusetts Maritime Academy  
Contact: [alumni@mma.edu](mailto:alumni@mma.edu)

#### 17th Annual Seacoast Alumni Scholarship Golf Scramble

Thursday, September 27, 2018  
Registration 8:00 a.m.; start 9:00 a.m.  
Contact: [twinters@spragueenergy.com](mailto:twinters@spragueenergy.com)

#### Class of 1964 Mini-Muster

Friday, September 28, 2018  
Noon - 2 p.m.  
DiMillo's Floating Restaurant, Portland

#### MMA Homecoming 2018

September 28-30, 2018

#### Class of 2022 Regimental Induction

Saturday, October 6, 2018  
MMA

#### MMA Career Fair

Thursday, October 18, 2018  
Alexander Field House, MMA

#### Washington, DC Tailgater

Saturday, November 10, 2018  
11:00 a.m., kickoff time TBA  
Washington, DC  
Contact: [alumni@mma.edu](mailto:alumni@mma.edu)



## SUMMER ALUMNI EVENTS

### ALUMNI ASSOCIATION ANNUAL GATHERING

APPROXIMATELY 50 ALUMNI and friends attended the MMA Alumni Association Meeting and Alumni Gathering at Ri Ra on Commercial Street in Portland, June 14. In attendance were Anton Zrioka '16, Jay Sawyer '83, Ulla Zrioka, and Pat Zrioka '87, Casco Bay Alumni Chapter President, and others.



### SUMMER REUNION

GREAT WEATHER GREETED 55 alumni and friends of the Class of 1973 during their Summer Reunion held on campus June 25-27, 2018. Thirty-three classmates gathered to reminisce about old times, provide updates on their whereabouts, and enjoy each other's company. The reunion program included a welcome from President Brennan, a presentation on MMA today, an Eight Bells ceremony, boat ride and Maine coast lobster feed.

## BANGOR SEA DOGS

### BACK IN ACTION

"WE'RE BACK," says Bangor Sea Dogs alumni

“

Maybe you have an old story about 'Bucko' or 'Mrs. T.' you would like to share.

”

chapter president, John Burns '85. "Not that we ever really went away, but now we are the new and improved Sea Dog chapter and looking for alumni, both young and old, to get back on board and join us for the telling of some old sea tales or about some faraway country you visited on one of your cruises.

"Maybe you even have an old story about 'Bucko' or 'Mrs. T.' you would like to share (for you younger guys, we will fill you in later on whom they were). Or, if you just want to stop by and share in some refreshments, that's fine too."

The Sea Dog chapter is among the largest of MMA alumni association chapters and encompasses alumni in the greater Bangor area. "The number of alumni in our surrounding area totals in the hundreds," says Burns.

"Whether it's a barbecue or a golf outing we are looking to schedule or a deep-sea fishing adventure out of Bar Harbor that we are putting in the works, come aboard and enjoy a good time."

To learn about upcoming events, join the chapter's Facebook page: Bangor Sea Dog Chapter of Maine Maritime Academy Alumni; or contact [jburns5794@aol.com](mailto:jburns5794@aol.com).



## TS STATE OF MAINE

### WELCOME HOME RECEPTION

CAPT. NATHAN GANDY '92, Commandant of Midshipmen and Dean of Maritime Training, presented Capt. Bob Peacock '71 with a token of appreciation during a Welcome Home reception aboard *TS State of Maine* in Eastport, Maine, on July 12. Peacock was instrumental in arranging for the training ship to visit Eastport and clear Customs following its highly successful 70-day training cruise. More than 50 guests, including 25 alumni, attended the event.

A plaque of appreciation was also presented to the Eastport Chamber of Commerce and Bill Mahoney '56, the most senior alumni present, was presented a cruise ball cap.



# MMA Alumni Survey

ON JUNE 4, 2018, more than 4,000 MMA alumni received an email from the Advancement Office linking to a survey about their undergraduate experience, life post-graduation and financial support of the college.

After 10 days, the survey closed with 936 responses — a 22.8% response rate.

The goal of the survey was to gain a better understanding of the undergraduate experiences of our alumni, their connection to MMA, and how their experiences affect their level of interest in financial support of the college.

We greatly appreciate the comments, some of which gave us a lot of food for thought and have prompted us to review our methodology and programs.

While some suggestions are beyond our control (we would love to make tuition free, but we are fiscally unable), many of you gave specific, constructive suggestions that we plan to implement. We want you to know: we hear you. Below are some highlights of the survey:

## You Are Proud Mariners

More than 92% of you said you are satisfied, or very satisfied, with your undergraduate experience at MMA.

Over 80% of you noted that MMA had a positive and significant impact on your career, while another 14.77% of you said MMA had a positive, but not significant, impact on your career.

## You Want to Connect

You would love to have more events for alumni (in addition to Homecoming and golf outings) and to form more chapters.

You desire creative forms of communication, including video clips of day-to-day life and events at MMA, interviews with students and staff and an increased presence on social media.

You want opportunities to give of your time and expertise, such as helping to coordinate co-ops for students, and mentoring and assisting Admissions in recruiting the next generation of Mariners.

## You Are Philanthropically Resolute

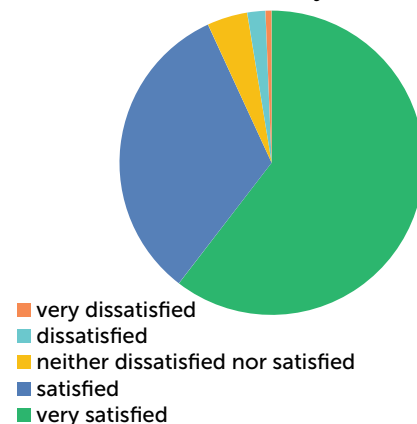
You enjoy fundraising challenges and competing against the other maritime colleges—and winning! You suggested that we add challenges between alumni chapters and between classes.

Many of you wish to personalize your giving: sponsor a student, pay for books or uniforms for a financially struggling student, purchase a piece of lab equipment, chip in toward a waterfront need and more.

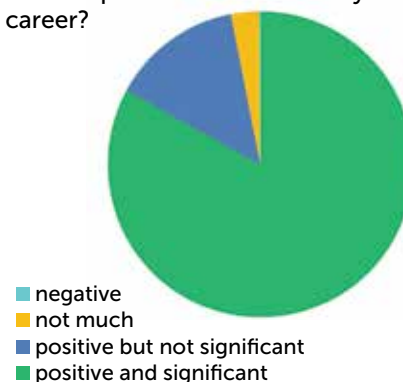
You believe that classmate-to-classmate communication about giving back is the best form of inspiration.

You desire more transparency in exactly where your donations to the Annual Fund go.

Overall, how satisfied were you with your total undergraduate experience at Maine Maritime Academy?



What impact has MMA had on your career?



If you didn't fill out the survey and want to give feedback, please contact the Advancement Office at 207-326-2223. For full survey results, visit [mainemaritime.edu/mariners-forever](http://mainemaritime.edu/mariners-forever).

## ANNUAL FUND COUNTS

THE FIRST YEAR of the three-year Annual Fund Vision 20|20 campaign ended on June 30, with the close of the MMA 2018 fiscal year. The great news is that we reached our financial goal of \$750,000!

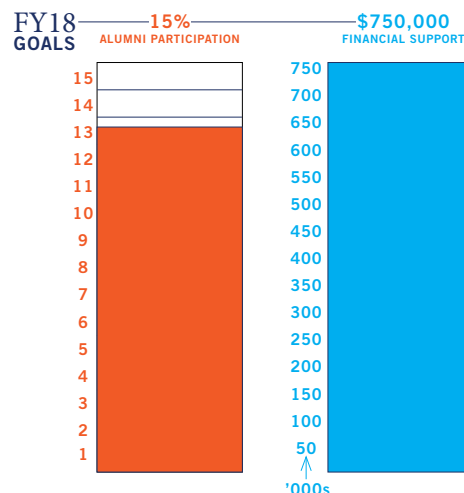
Alumni participation to the Annual Fund was 13.26%.

For 2019, MMA has again set a \$750,000 Annual Fund goal, along with a participation rate of 17%, which equates to 269 more alumni donors than last year.

If you did not support MMA last year,

you are encouraged to do so this year. Please note that you are able to designate your gifts to a wide variety of areas, such as scholarships/financial aid, leadership opportunities, athletics, regiment, lab equipment, technology, academic departments, waterfront/vessels, buildings and grounds, or operations.

A gift of any amount to the Annual Fund Vision 20|20 campaign counts in our financial numbers and toward our 17% alumni participation goal.



# Class Pursers Sought

IN AN EFFORT TO MEET THE GOALS of the three-year Annual Fund Vision 20/20 campaign, a group of alumni, representative of most class decades, has visited MMA twice in 2018 to discuss methods to increase the alumni participation rate for each class.

During the initial gathering on March 23, the group listened to an impassioned talk by President Brennan at the opening dinner. He talked about the history of philanthropy, the escalating costs to run MMA, and his desire to make MMA affordable for any Maine student who wants to attend.

He summarized his remarks by stating, "I need your help because the only way we will increase gifts to financial aid is by increasing the participation rate to the Annual Fund. It is from there that donors give to scholarships and capital projects. Increasing participation to the Annual Fund is the critical pathway to increasing financial aid support at Maine Maritime Academy."

Among their initiatives, the group has set a lofty goal of recruiting 40 Class Pursers by September 15, 2018. Modeled after the Class Agent program, these Class Pursers will work with the Academy's Advancement Office and help make peer-to-peer calls to encourage others to support MMA.

Alumni assisting with this effort include David Fenderson '56, John Gillis '72, Mike Ames '77, Larry Burrill '77, Jake Jacobs '85, Joe Valliere '99, Andrew Strosahl '05 and Eliza Pingree '15.

If you would like to volunteer or learn more about this program, please contact Chris Haley, Vice President for Institutional Advancement, at 207-326-2232 or christopher.haley@mma.edu. ■

# Challenge Results

THE FIFTH ANNUAL MARITIME ALUMNI CHALLENGE was completed on May 21 and included Mass Maritime, Cal Maritime, SUNY Maritime, and the winner, Maine Maritime Academy.

This is all about participation, not dollars raised.

The heads of all three schools falling behind Maine will be wearing MMA attire at a morning formation when classes begin. ■

## MMA ALUMNI ASSOCIATION CHAPTERS

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### WASHINGTON, DC

TBD





# Class Notes

## 1943-2



Capt. William Brennan '43-2, former MMA Commandant, and Chet Manuel '67 enjoyed MMA Commencement on May 5, 2018. Picture courtesy of Dr. Marc Gousse '82.

## 1956

On Monday, May 7, 12 members of the Class of 1956 met for their annual mini-muster breakfast at Dave's Diner in Gardiner, Maine. Along with the cordial conversation and memory sharing, the group was given an MMA update by Jeff Wright, director of alumni relations.

## 1956

Russell Godin sent in a tribute to fellow classmate Robert M. Purton (whose passing was noted in *Mariner*, Issue 1 - 2017, Eight Bells). Some of the highlights noted of Purton's career: "Bob was originally hired at Pacific Pumps of Dresser Industries as a test engineer. He soon became Chief Test Engineer. In this capacity, he acted as a project engineer, installing a 20,000-horsepower steam turbine with boilers. This facilitated testing of high pressure valves, feed pumps for utilities, charge and decking pumps for oil refineries and steam-driven turbopumps for the maritime industry and U.S. Navy combat ships. Later, Bob was promoted to Decoking

Manager, and in this capacity, he became a world famous engineer and inventor in the refining decoking process. He authored or co-authored nine patents, many of which are in use today. He became a renowned figure in the refining decoking process, giving advice to engineers around the world."

## 1964



The Class of 1964 held its spring mini-muster at DiMillo's Restaurant in Portland on May 18. Thirty-three alumni and friends were in attendance. The class has already scheduled their fall mini-muster for Friday, September, 28, at the same location. Shown from left to right: Jack Harrigan, Peter Lombard, and Perry and Pearl Mattson. Shown from left to right: Ernie Goodwin '61 joined Chuck Sherman.

## 1970

MMA received a note from Wayne Nason with the following: "I retired after 40.25 years with American Maritime Officers."

## 1980



Capt. Ervin Curtis is running for American Maritime Officers Union National President in 2018. "I have been sailing since graduation," he notes, "and have been in command of 15 ships during my 29 years as Captain. I am in my 20th year as an AMO member.

"If elected I will be the first graduate of Maine Maritime to become an AMO Union official, and the first active sailing captain to be elected President of the AMO," he states. "I understand the sacrifice you make, your financial value to the maritime industry and our country as Merchant Marines. I will work for better wages, benefits, and retirement. I am asking for your vote, and the votes of the AMO officer aboard your ships in the upcoming election in 2018. My email is elcurtis@roadrunner.com if you would like to contact me. Thank you all for your support."

## 1982



Capt. John Gazzola, of the Delaware Valley alumni group, and his wife, Josie, hosted an MMA

alumni dinner at the Corinthian Yacht Club in Philadelphia in April. Sixteen alumni and 11 guests from other academies were in attendance.

## 1988

Noah Kingston is the divisional vice president for the Great American Insurance Group. Kingston resides in Houston.

## 1990



Peter Rouleau, National Business Development Director for AESSEAL, Inc., visited the MMA campus in June to discuss potential cooperative and employment opportunities for students and alumni. Originally from the East Millinocket, Maine, area, Rouleau now lives in Indiana.

## 1994



Matthew Zardeskas recently left Michelin Aircraft for Military Sealift Command headquarters in Norfolk, Virginia, and is now working with T-AKE and T-AOE class vessels.



## ENTREPRENEUR

# Cut from a Different Cloth

There's a pattern to the success of Jay Harris '73.

A LOVE OF SAILING and being on the water brought Jay Harris to MMA, where he captained the sailing team to one of its highest levels of competitive achievement.

Today, he sails in the tumultuous winds of commerce as President of Komar Distribution Services, a supply chain management company that is an offshoot of Komar Designs, an apparel production giant with more than 100 branded licenses and 174 factories in 12 countries that produces more than 110 million garments annually.

From his time at MMA, Harris carries many lessons that have helped him navigate life and business. "It was the stories of leadership," he recalls. "There were some really savvy old salts who had been through World War II, who were torpedoed and survived, and those stories were very motivating.

"I remember in particular the advice of Captain Hathaway who drilled into us: 'Prepare for the worst and hope for the best.'"

"And I learned the power of storytelling—such incredible life experiences were related to me at MMA—putting things in context with a beginning, a challenging middle and a triumphant end. I've used that model to set the tone for where we wanted to go with the direction of the company or a particular problem."

### Sailing to Solutions

Harris shipped out with Hess Oil after MMA, but was soon drawn back into the world of competitive sailboat racing, serving as captain of several avant garde boats in the mid-'70s that eventually brought him to the attention of the

executives of North Sails. "They were successful selling to custom racing programs, but not so strong with weekend sailors in the Cal boats, Swans and the like," says Harris. "I didn't think I was a very good salesperson at the time, but it turned out I was very good."

He became the number-one salesperson and eventually director of a major sail program. Harris then tried out as crew aboard an America's Cup challenge boat, but when he didn't make it, he "realized it was time to get a real job."

He joined Komar in 1982, at first in sales, but eventually excelling in the company's operational area. "I enjoy problem-solving and working with data," he says. "It all leads back to MMA, where you learn the art of finding simple solutions for complex problems." ■



## 1996

Janos Angeli and his wife, Stephanie, live in Westfield, New Jersey, where he is Senior Director Engineering, Construction and Carbon Management North America for Celgene Corporation in Summit, New Jersey. Angeli says he is "traveling throughout North America, overseeing pharmaceutical / bio-tech construction projects. Grateful to MMA for the lessons and leadership skills I developed. Attempting to tie in with classmates and rekindle old times and stories."

## 1997

Wayne Rolland, MMA class agent (with Scott Frost) and former Regimental Commander, is moving east after a stay in the Seattle area. "I just got a heck of an opportunity to be the head civilian in charge of the SUBSAFE program in Washington, D.C."

## 2000



On July 10, LCDR Matthew J. Meskun read his orders. After two years as the U.S. Coast Guard Commanding Officer of Marine Safety Unit Baton Rouge, Louisiana, Meskun and his family will be reporting to Portsmouth, Virginia, for his next tour. Following the Change of Command Ceremony, Meskun participated in a frocking ceremony where he was promoted to Commander. Along with his family, representatives from the Port of Baton Rouge, Congressional and Senatorial representatives, Meskun had several friends from MMA

attend the ceremony. Shown left to right: Clarence M. Young '99, Joseph E. Valliere '99, Andrew C. Hochhaus '99, Matthew J. Meskun '00, Thomas M. Brown '00, David W. Stilson '00, Robert J. Carter '00, and John R. Kinlein '00.

## 2001

Robert MacDonald and his wife, Meaghan, live in Bangor, Maine, with their children, Sullivan and Seamus.

## 2002

Deborah Smith is a marine technician aboard the Schmidt Ocean Institute research vessel *Falkor*, following 14 years as lead Hydrographer for Leidos/SAIC. Smith resides in West Kingston, Rhode Island.

## 2005



Andrew C. Strosahl joined the Lawrence Law Firm, PA and its South Berwick, Maine, office.

Strosahl, a Dover, New Hampshire, resident, recently returned to the Seacoast region after spending the past few years working in Washington, D.C. in the U.S. Senate and advocating for the U.S.-flag maritime industry.

"I enjoyed my time in Washington, D.C. working on Capitol Hill and advocating for the U.S.-flag merchant marine, which I am passionate about," Strosahl says. "However, the Seacoast is home, and I am eager to work in the area and become more actively involved in the community."

## 2005

After graduation, Jessica (Rowe) Ward worked for United Ocean Shipping as Mate on a bulk carrier going around the world. She took a job offer as a surveyor with ABS in 2009 and moved to South Korea.

Married in September 2009, she and her husband, Matthew, moved to Mobile, Alabama.

They welcomed a first son, Jackson, in March 2012, and their second son, Jordan, was born in April 2016. They reside in New Hudson, Michigan.

## 2006



Clint Haskell works for the Department of the Navy as an EEO Specialist. He was recently promoted and, along with his wife, Jaclyn, and their five children, will be moving to Yokosuka, Japan, this summer. He is currently pursuing a Doctorate in Business Administration (Human Resource Management) from Walden University.

## 2006

Zebadiah Strout is living in Wayzata, Minnesota, with his wife, Molly, and children, Oliver and Gavin. Strout is sailing as Chief Engineer for Matson Navigation Company.

## 2006



Jasper Walsh has recently been promoted to Master at Chevron Shipping Company, having worked for Chevron since 2008.

He and his wife, Nicole, (McKenna) '07, spend their summers sailing the Maine coast and winters at Barker Lodge. They live in Portland, Maine.

Several alumni attended a recent reception for Jasper. From left to right: Jim Lannon '97, Sarah Kaplan '07, Jasper Walsh, Nicole (McKenna) Walsh, Ross Gagne '08, Aaron Sheer '08, Abe McKenney '07.

## 2007

Edward Markuske and his wife, Sally, are living in St. Petersburg, Florida. Markuske is Chief Mate for Masters, Mates and Pilots.

## 2008

Shawn Evans is a subsea supervisor for Transocean and is living in Newburgh, Maine.

## 2009

Joshua Dore is a Logistics Analyst for General Dynamics - Bath Iron Works and is living in Portland, Maine.

## 2010

Thomas (Bryan) Stoots is a Master with Military Sealift Command and is living in Virginia Beach, Virginia.

## 2010

Katrina (Dunham) Storti is a senior associate for Sargeant and Lundy, an independent engineering and consulting company, dedicated to working with clients in the electric power business. She and her husband, Anthony, live in Hixson, Tennessee.

FIRST PERSON

# Power in Perseverance

John Webster '73 brings old hydro power stations back online, but he has his eye on Costa Rican gold.

WHEN I ATTENDED MMA, I was young and didn't understand what all the discipline was about. It wasn't a pleasant experience.

Once I graduated and started working on ships, things made more sense.

After graduation, I worked for Gulf Oil Corp. for 10 years, sailing as an engineer on oil tankers. I worked on old T-2 tankers and modern VLCC crude carriers. I enjoyed my time with Gulf Oil, but being gone six months out of the year is hard if you want a stable married life with a family.

I was inspired to try something new when I read an article in *Down East* magazine about a fellow, Larry Gleeson, from Belfast, Maine, who was rebuilding an old hydroelectric station. Because of my engineering background, I understood a lot about what was involved.

My first station was inactive in 1983, when I rebuilt it in Dover, New Hampshire, five miles from my home in South Berwick, Maine.

It was a \$1 million construction project, and my parents thought I was nuts. Where would I ever get that kind of money?

I got all the permits, designed the project, and my brother and I, along with a few others, built the project in six months. It has three submersible turbine/generator units that generate 240 kilowatt-hours each. (An average home uses between 500-1,000 kWh hours per month.)

I had a basket full of problems I had to overcome, but I stuck to it and saw it to a successful finish.

Once I did one project, the learning curve was pretty much established. I'm not one to sit around, so I had to find more projects to do. I built six projects for myself with total installed capacity of six megawatts. There are four in New Hampshire, one in New York, and one in Maine.

Typically, power is sold to the local utility. You have a meter almost exactly like the one on the side of your home, and this registers the electricity sold into the grid.

Recently, my attention has turned to a partnership running a gold mine in Costa Rica. I was introduced to it by a Canadian running a gold mine in Nicaragua who wanted me to build him a hydro plant.

It's a "hard rock" mine, unlike the free gold seen on the TV gold shows, where the gold is in the river bed. Our mine excavates ore, crushes it, and treats it with chemicals to recover the gold. We're going to process 200 tons of gold a day. We have an estimated mine life of 10 years,

but we know there is much more than 10 years where we are.

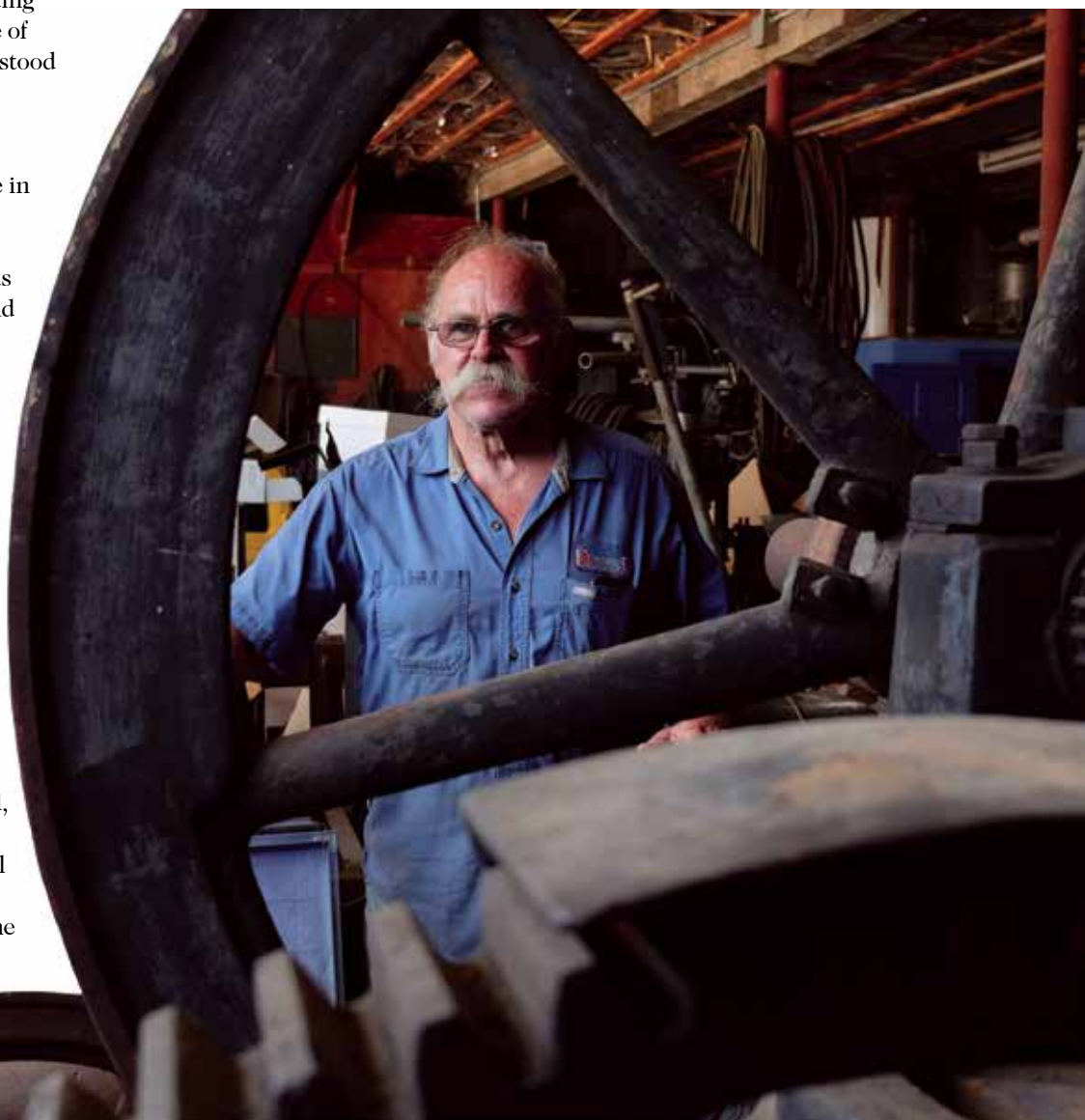
In two years I'll be 70 and the gold mine should be making a good profit. I'm going to sell my hydro assets and spend the winters in Costa Rica at the mine.

I'm also going to attempt to hike the entire length of the Appalachian Trail, Georgia to Maine, in one six-month trek.

My best advice for MMA students? Study hard, work hard, and anything you put your mind to is possible. Don't worry about making mistakes—everyone does.

The best advice I've received was from my father: "Anyone can quit. Quitting is easy. Perseverance is hard." ■

—By JOHN WEBSTER '73





## 2011



Elizabeth Cote '11 and John Sewall '87 at the recent alumni gathering in Portland.

## 2012

Heather (Moore) Santana is a Supply Officer in the U.S. Marine Corps, stationed in Quantico, Virginia. She plans to depart the Marines in November, but she, her husband, Edwin '12, son Edwin III, and daughter, Valerie, will remain in Virginia.

## 2013-14



Amanda (Bello) Ziadeh '14 and her husband, William '13 just purchased a business in Wakefield, New Hampshire. "We are the third owners of Nute's Trading Post," she says, "which has been in business between 70 and 80 years (we haven't gotten a firm answer yet). Not what I expected to be doing with a Marine Biology degree, but being my own boss rocks. Will continues to ship with Crowley on the *ATB Legend*."

## 2014



"I hope all is well!" reports Ryan Armstrong. "Thought you'd like this picture of myself, Matt Methot '13 (right) and Capt. Ryan Emmons '06 (left). MMA skiers! Haha." Photo by Rich Armstrong '86.

## 2015



From John Amendola Jr.'s wedding in Rome, Georgia on April 21 (from left to right): Kyle Fredricks '15, Steve Bunker '15, Jacob Weymouth '15, John Amendola '15, Benjamin Cummings '14, Nathaniel Zmek '15, John Amendola Sr. '86.

## 2017

Ricardo Alberto Cuellar reported to Provost Dr. David Gardner that he was hired by Norwegian Cruise Line as a Jr. 2nd Officer on board the *Norwegian Spirit* for cruises in the Mediterranean Sea. He embarked on June 7 from Civitavecchia, Italy. He will let us know how things went in October when he returns to his home country of Panama. "Thank you," he notes, "for all the help throughout the four years at the Academy."

## 2017

William Dumas is a material handler for Sig Sauer, Inc. and is living in Kennebunk, Maine.

## 2017

Cody Gray is an IT Contracts Analyst with Jackson Lab in Bar Harbor, Maine, and lives on Verona Island.

## 2017

Luke Olsen reported to class agent Cristin Wright that he has been working for Crowley

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## MAINE MARITIME ACADEMY

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on the tanker *Texas* since last fall. He says, "I was struggling to find work all last summer. I did pretty well in school, but no one was reading résumés. I figured I needed to make some connections, so I attended all the events at the alumni weekend (Homecoming) last fall, and the following Monday I had a job."

## 2018



Cristin Wright worked on the Maine State Ferry Service vessel *Captain Richard Lee* this spring

before leaving for graduate school at Virginia Institute of Marine Sciences at William & Mary University. Aboard, she met Howie Duym '70 (left) and Rick Card '74 (right). Duym has been with MSFS since 1988. Card, who intends to retire this year, has been with the MSFS since 2010.

## MARINERS: Stay in Touch with Your Classmates

Share what you're doing with your fellow alumni. Tell us about career changes, latest achievements, hobbies and adventures. Photos welcome. Include your class year and contact information and send to [billy.sims@mma.edu](mailto:billy.sims@mma.edu).

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# Eight Bells

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

## **LANCE J. ANDERSON '71**

died March 20, 2018, in Powell, Tennessee, with his wife and children by his side. Anderson was on vacation with his wife when he succumbed to pneumonia due to respiratory ailments that had been challenging him for years. He graduated from Waterville High School in 1967, and after graduating from Maine Maritime, he worked in the Merchant Marine for more than 30 years, ultimately becoming Chief Engineer. For several years he worked in paper mills in Berlin, New Hampshire, and Lincoln and Rumford, Maine. Anderson had a great love for animals, duck and bird hunting, radio-controlled planes, photography and music. He also enjoyed driving up north to camp and boating on China Lake. On weekend mornings, for many years, he could be found drinking coffee down at Freddie's Garage in East Vassalboro. He had a lifelong admiration for aviation that he inherited from his father, who flew him as a young boy. Upon retirement, he achieved his dream of building an airplane and obtaining his pilot's license, an accomplishment that brought him great pride when he was able to fly his wife and children over the great state of Maine. Anderson was a member of Vassalboro Lodge No. 0054 AF & AM.

## **THOMAS W. TRUNDY '96**

died unexpectedly at his home in Houston, Texas, on April 6, 2018. He graduated from Mt. Blue High School in 1983 and went on to Maine Maritime Academy, where he earned his degree in marine engineering. Trundy loved to go to deer camp in the fall with his friends. He loved to cook and take food to the union hall when he was in port and feed the youngsters who needed a home-cooked meal. He also loved to go to his favorite camp in Round Pond, where he could sit and contemplate life and watch the grass grow. Trundy loved life and people and was always happy to sit and chat. He had one of those personalities that filled a room.

## **CAPT. RICHARD G. SPEAR '43-2**

died with his daughter at his side on May 3, 2018, at the Sussman House in Rockport, Maine. Capt. Spear led a full and interesting life that included more than 60 years in the maritime field. At age 17, he was given a year's leave of absence from high school to join an expedition sponsored by Harvard University to retrace the voyage of Christopher Columbus. This expedition was led by Prof. Samuel Eliot Morison, a renowned naval historian of World War II. Sailing on the barkentine *Capitana*, logbooks used by Columbus and his crew were used to trace Columbus' voyages through Europe, Africa, South America and the Caribbean. Morison received the Pulitzer Prize for his book recounting this adventure. A picture of Spear onboard the vessel was featured on the front cover of *Life* magazine in 1940. At the end of the expedition, he returned to Rockland and graduated from high school in 1941. In 1942, he enrolled in the second class of the newly established Maine Maritime Academy, where he graduated in 1943 with honors and a third mate's license. He was a commissioned ensign in the U.S. Navy Reserve, where he reported to the Liberty ship *Henry Jocelyn*. In the Merchant Marine during World War II, Spear served in the Atlantic, Pacific and Mediterranean war zones. In later years, he received a bachelor of marine science degree and held an unlimited master's license. In 1959, Spear became the first employee and assistant manager of the Maine State Ferry Service. Later he became the appointment manager of the Ferry Service, holding that position for 30 years until his retirement in 1989. Holding a private pilot's license, he enjoyed flying to many areas local and away. Upon retirement, he enjoyed traveling to many parts of the world, including the North Pole and Antarctica. He was a member of numerous organizations, including The Portland Marine Society, The Boston Marine Society, the Marine Society of the City of New York, the Society of Naval Architects

and Marine Engineers, the Council of American Master Mariners, the Institute of Navigation, the Square Riggers Club of California, Master Mason Aurora Lodge #50, Scottish Rite Bodies, York Rite Bodies, Kora Shrine, National Sojourners, past director of Put Stevens Court 107 of the Royal Order of Jesters, a Life Member of the American Legion and Veterans of Foreign Wars. He was the past president of the Maine State Pilotage Commission and was a former member of the Rockland Personnel Board. He remained a member of the Rockland Harbor Management Committee, the Maine State Ferry Service Advisory Board and the Rockland Port District since 1959, where he served as the City of Rockland's longest-seated elected official. He was a wonderful husband, father and friend, who was well known for his easygoing manner, his dry sense of humor and his willingness to help others.

## **CAPT. MILTON EUGENE HALL, JR. '58**

died May 9, 2018, at Wentworth Douglass Hospital in Dover, Maine, with his family by his side. Born in the Portsmouth Hospital, he was raised in the home in Kittery where he lived until his passing. Hall attended local schools, graduating from RW Traip Academy before attending Maine Maritime Academy. He spent his career in the Merchant Marine visiting ports in South America, Africa, Europe and Asia, ending his career as a captain. After retiring, he spent almost 20 years serving on the Port Authority and volunteering at the Kittery Historical and Naval Museum. In his free time he enjoyed lobstering the traditional way, hauling each trap by hand. This gave him the additional opportunity to provide friends and neighbors with special meals. He is remembered for taking care of needs quietly and unseen, for family, a friend, the town, the Museum or a stranger.



### **BARRY W. HAMILTON '57**

died on May 21, 2018. The son of Warren and Martha Hamilton, he was born in Portland, Maine, and raised in Falmouth. He graduated from Falmouth High School in 1954. After graduation he attended Westbrook Junior College and Maine Maritime Academy. He married the love of his life and his soulmate, Virginia (Ginny) Andraesen on April 30, 2000, in Falmouth. Hamilton was a Merchant Marine veteran and spent many years as Chief Engineer on the Maine Maritime Academy training vessel *State of Maine*, and also aboard the ship *Lindonwald*. Hamilton was appointed to the rank of LCDR, U.S. Navy Reserve on January 9, 1976. Hamilton and Ginny, who were high school sweethearts, traveled extensively. They were happiest when they were sharing their time together. Their travels took them to Hawaii, Alaska, Colombia, Key West, Panama, the Caribbean Islands, Branson and Myrtle Beach, just to name a few. Hamilton volunteered his time on many occasions. His most memorable was traveling with Wreaths Across America, where he had the privilege of placing a wreath on the Tomb of the Unknown Soldier. He also volunteered his time at the American Veterans Museum in South Portland. He was a 50-year member of the Masonic Temple, a member of the Scottish Rite and the Anah Shriners. Hamilton was very instrumental in lending his hands to all who needed his help.

### **SEAN C. RITCHIE '03**

died May 31, 2018. From a young age, Ritchie had a love of adventure and the ocean. He formerly lived in Meredith and graduated from Inter-Lakes High School and enlisted in the U.S. Navy, where he traveled the world on the open sea. His love of family brought him back to New England, where he attended and graduated from both Maine Maritime Academy and Plymouth State College. His children, Abby and Jack Ritchie and Trevor Scarlett, were everything to him. He loved them with all he had, working tirelessly to ensure they could explore their own life's dreams. For many years, Ritchie satisfied his desire of a life on the open sea by serving as captain of the *Doris E* or aboard the *Mount Washington* on the waters of Lake Winnepesaukee. Often the life of the party, his piercing blue eyes and deep laughter, like the ocean waters he so loved, hid the tumultuous currents struggling beneath

their surface. In death, his soul has found the peace he could not find on earth.

### **THOMAS D. NASH '72**

died June 12, 2018, at home with his family by his side. Born in the seaside town of Millbridge, Maine, in 1949, Nash's life was always near the water. He graduated from Jonesport High School in 1968 and then entered Maine Maritime Academy to become a Merchant Mariner. One of his proudest accomplishments was graduating Maine Maritime near the top of his class. As a Merchant Mariner, Tommy alternated between months on the ships and months at home. Nothing made him happier than the times he spent with his family on the long shore leaves. While he was generally quiet, everyone loved to hear him when he did speak up. He had a great sense of humor and could draw laughter from everyone in the room.

### **JOSEPH H. TREMBLE '56**

died June 21, 2018, at home with his daughters by his side. He was born in Brewer, the third child of Joseph Harold Tremble and Margaret (Luosey) Tremble. He graduated from John Bapst High School in 1953 and later from Maine Maritime Academy.

### **CAPT. WALTER E. SHEA, JR. '77**

died unexpectedly at his summer home in Eliot, Maine, on July 3, 2018. Shea graduated from Marshwood High School in Eliot, Maine. He pursued his dream and graduated from Maine Maritime Academy, then lived his life at sea and retired after attaining the rank of captain in 2003. Shea was in the U.S. Navy Reserves, attaining the rank of LCDR. Shea loved horses and had five when he was growing up. He was a member of 4-H and rode competitively in many horse shows during his teenage years. He was passionate about helping animals. Shea also spent many hours putting together numerous models of ships. He loved doing sudoku and crossword puzzles. He had a wonderful sense of humor and loved sharing outlandish jokes with his many friends.

### **DALE C. LINCOLN '57**

died July 12, 2018. Lincoln was a commissioned officer with the U.S. Navy for more than 10 years, and an engineer aboard Gulf oil tankers for six years. Lincoln was a teacher at Southern Maine Technical

College, where he served as Chief Engineer of the MV *Aqualab*. He also was a teacher at Woodland High School and Shead High School at Eastport. He was a Sunday school teacher and deacon at the Washington Street Baptist Church in Eastport for many years. Lincoln had a lifetime love for baseball. In the early 1950s, he started running long distances each day in order to get better conditioned to play baseball. He found that he loved to run and was proud to have run the Boston Marathon three times. He organized races in the state of Maine for many years. He was a baseball and cross country coach for both elementary and high school students for several years. In honor of Dale's devotion to running and coaching, the Dale C. Lincoln Kids Run is held annually during Eastport's July Fourth activities. In 2002, he was inducted as a member of The Maine Running Hall of Fame, and in 2017, he was inducted to the Maine Maritime Academy Athletics Hall of Fame for baseball and cross country. Two favorite money-making jobs of his lifetime were raking blueberries and digging clams. He authored five books and hundreds of true stories.

### **TIMOTHY SEAN SULLIVAN '06**

died in July in Topsham, Maine. He was born on July 22, 1964, in Bath, Maine, and was the youngest of nine children. He was raised in Arrowsic, attended Bath schools and graduated from Morse High School in 1982. After high school, he started his 30-year work career at BIW, taking a short break from BIW to work at Quincy Shipyard in Massachusetts. While at BIW, Tim graduated from the Apprenticeship Program with a degree in ship production from Maine Maritime Academy. He had a superb work ethic and was proud to be an employee of BIW.

Sullivan was a true friend to his friends and was loved by many. This was evident by the amount of friends and family who visited and checked on his progress as he waged a fierce fight against glioblastoma for almost 20 months.

His great joys in life were spending time with family and friends, riding his Harley, boating on the Kennebec, watching the ospreys on the river outside his home, volunteering at the Maine Maritime Museum, being a "Big Brother" to Zack and working at BIW with his lifelong friends.





### Field Days

RITCHIE FIELD HAS BEEN THE HOME of the Mariners since intercollegiate play began at the academy in the 1940s. It is named in honor of Lt. Donald Ernest Ritchie '43, who died in action at Iwo Jima in 1945.

For much of the athletic field's early days it was grass and dirt, and sometimes mud trenches, until 1993, when philanthropist Harold Alfond donated funds for renovation and installation of a carpet-style turf that was the first of its kind in northern New England.

In 2005, the field was upgraded to a polypropylene fiber and rubber infill system that served until a new slit fiber system, Sprint-turf Ultrablade, was installed just in time for fall sports this year. It is a state-of-the-art turf system purchased partially with donations, and with playability, safety and durability as priorities.

With glimpses of Oakum Bay from the grandstands and sweeping views of Penobscot Bay from atop the press box, Ritchie Field is one of the most beautiful settings in Division III athletics.

— *By MARINERS ATHLETICS*





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- ECDIS
- Fast Rescue Boat
- First Aid & CPR
- Inert Gas Systems & Crude Oil Washing
- Qualified Assessor – online
- Radar Recertification
- STCW 2010 GAP Courses – blended
- Vessel Security Officer

### Non-STCW Courses:

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- Helicopter Underwater Egress Training (HUET)
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