

MARINER

The ALUMNI MAGAZINE of MAINE MARITIME ACADEMY

— ISSUE 1 · 2021 —



**A World Imagined,
A World Bettered**
She went to sea to see the world.
Helping others became her mission.

Bowdoin Turns 100
A century of training,
promoting science, cultural
awareness, and adventure.

**Launches First Space
Force Mission**
Alumnus plays key role
in national defense program.

Maureen Jones-Higgins '87

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Eight Bells

Notice of Deceased Mariners

On the Cover: Maureen Jones-Higgins '87 stands on the North Carolina shore near her home. Her aid work has taken her to ports and shores around the world. Photograph by Fred Beaujeu-Dufour





Scout Spots Spies

HARVARD HODGKINS, a 17-year-old Boy Scout, had no idea a German submarine (U-1230) had lurked into Mount Desert's Frenchman's Bay and dispersed two spies who he later passed along the road on his way home from a dance on a snowy winter night in 1944. Hodgkins's role in their apprehension would change his life.

"Back then, strangers were immediately recognized as being from somewhere other than Maine," wrote Tom Seymour for the *Fisherman's Voice*. "The two spies, Erich Gimpel and William Colepaugh, were poorly suited to carry out their sham. Both men wore light dress clothing, totally unsuitable for being outside in a Maine winter. And both men carried heavy, money-filled baggage, another potential tipoff."

Hodgkins doubled back and followed the men's tracks in the snow to the shore, where he found an empty rubber raft in the water. The next day, he told his father who contacted the FBI.

The tip along with others led to the capture of the spies in New York City, a full scholarship at MMA for Hodgkins who later graduated in 1947, and, perhaps best for him at the time, meetings with the famed boxer Joe Lewis and baseball legend Babe Ruth who gave him a signed bat. ■

Photo: thehistoryplace.com

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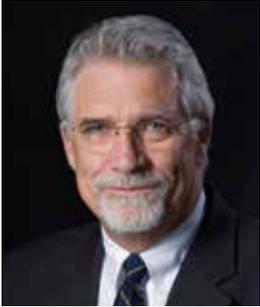
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MMA PRESIDENT
Dr. William J. Brennan

Right Course Ahead

WHEN I PREPARED my remarks for the winter edition of *Mariner*, we were planning to hold a Spring 2021 term on the Castine campus preceded by two weeks of remote instruction. We have succeeded with this plan, and as I write these words, we are 75% through our face-to-face instruction.

There are countless people to thank for their commitment to MMA's mission of providing a quality education for our students. It was a community effort. We have many students who served as examples for others, enabling us to work through a very challenging semester with a focus on safety and flexibility.

I am pleased to report we will be hosting an in-person commencement for the Class of 2021 in early April. We want to recognize the hard work and sacrifice of this class and the faculty, and end their college experience as close to normal as we can.

As we prepare to move forward, much will look the same while being different. Given the condensed semester from 14 weeks to 12, final exams will be concluded on April 14. We did this in order to give our Regimental students the time needed to "catch-up" with their sea time. To that end, Cruise A on *TSSOM* will commence April 17 for 37 days. This will include the 1/C and 3/C students who were unable to sail last summer, thus it will be the last training evolution for our unlimited license seniors. May 23 will be the end of Cruise A, and US Coast Guard exams will follow on May 24-28 for those seniors. Cruise B will commence on July 8 following a quarantine period. The second cruise will conclude on August 13 and have aboard our 2/C and 4/C students. A

subsequent part of this cruise will occur following the Fall 2021 term.

Multiple cruises are set for *Bowdoin* from April - August. The Academy has also been working with shipping companies for billets aboard commercial vessels. We have two blocks of time for students to continue to meet the sea time expectations required by the USCG. This will have many of our students participating in both cruise and cadet shipping this summer.

Fall classes will commence August 23 with in-person instruction. The semester will again be condensed from 14 weeks to 12, giving us the flexibility to offer sea time and co-ops to those students who will require it. We plan to be back on track following this fall semester.

As I reflect upon this past year, I am mindful of the depth of despair so many around the world feel for the loss of loved ones, and I share their grief. But I am comforted knowing that, as the vaccine becomes more

readily available and the number of cases continues to decline, we will be on the right course for our students in early 2022. There is no doubt that many aspects of our operation and business will never look the same. But the spirit that thrives here is one of dedication to our students and our mission, and it is unwavering. We will emerge from this challenge strengthened and more resilient. We are *Mariners* forever. We are the keepers of this heritage. I am proud of who we are, our people, our students, our community. I am proud of Maine Maritime Academy.

“Many students served
as examples for others,
enabling us to work
through a challenging
semester.”

Back in Action



Welcome Class of '21, our newest alumni!

off, your Alumni Board is excited to re-engage with alumni and friends of the Academy as we have in the past.

As an example, our Financial Support and Alumni Engagement Committees, led by Jeff Riedel and Mary Hutchins respectively, will be picking the baton back up to help host the "A Night by the Bay" Annual Fund Auction on November 13th at the Sheraton Sable Oaks in Portland. We are also excited to get the Alumni and Friends of the Academy Travel Program back in action for a trip as early as the spring of 2022.

You will be seeing communiques on these put together by Communications Chair Myles Block, along with our new, energetic Vice President, Frank Trepedino, and other Alumni Board members soon. It is the enthusiastic leadership that these committee chairs provide that has made the Alumni Association Board so effective.

The Alumni Engagement Committee has produced a series of regional Alumni Zoom get-togethers. Also, Outside Entities Chair Andrew Strosahl and I have been exploring re-constituting the former National Council of Maritime Academies of Alumni Associations, which had put together successful lobbying efforts on issues that impacted our grads and schools in the past.

A host of other issues and opportunities that we could undertake as a board are only limited by the collective volunteer hours we have. If you would like to join in these or other efforts, reach out to us by emailing alumni@mma.edu!

Sincerely yours,

Bill Full '76

WHILE MANY CLASSES have withstood their own challenges, certainly those the class of 2021 faced were unique.

Although we were not able to host the Senior Alumni Banquet, with Jeff Wright and Karen Cukierski's leadership and efforts, we were able to welcome the newest alumni in a special event at the Wyman House in late March. I know that all current alumni look forward to meeting new graduates in person at future events.

The MMA Alumni family is one of strong bonds and equally strong connections. We hope all alumni reach out to us for assistance and guidance as you navigate your way through challenges and opportunities.

As some of the Covid shackles come

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Campus Currents



ACADEMICS

Adapting for the Future

New VP for Academic Affairs & Provost says MMA graduates have what the US needs.

Williamson advocates MMA programming to help graduates keep pace with technology.

DR. KEITH WILLIAMSON BRINGS more than 30 years experience to his key leadership position; 13 years as a mechanical and electronics engineer and project manager for the US Navy, and 17 years in academic leadership and teaching. He was most recently Dean of the School of Business and Technology at Fitchburg State University.

Williamson is an avid learner and passionate about the role of research and student welfare. He sees MMA positioned to keep pace with technology and higher standards driving marine and related fields the Academy serves.

What brought you to MMA?

Deep appreciation for the MMA mission. I worked for more than a decade as a ship program manager for the US Navy. My job involved phased maintenance of the US Navy's Landing Personnel Docks. I oversaw the planning, design, and installation of ship alterations related to repairs and maintenance, but also modernization with new technologies. I found the work with ships inspiring, and it motivated me to go back to school to study materials and become an educator. MMA's mission inspires me the same way, and I'm honored to be part of such a great institution with a remarkable record of success.

CAMPUS CURRENTS

What best prepared you for the position at MMA?

While in the Navy, I learned the importance of embracing change and working with people from different backgrounds and perspectives.

I started my career at SUPSHIP Boston working on battleships that were brought back to service after many years in the inactive fleet. The same office was also responsible for ongoing support and maintenance of the USS *Constitution*. I worked with mariners who cared deeply about the profession and were generous with their time and patient with newcomers.



Williamson coaching youth basketball, 2002.

What impresses you most about MMA?

During this pandemic, we've stayed true to our commitment to keep each other safe. The entire community has been thoughtful and patient in dealing with compressed semesters, scheduling changes, snow days, make-up days, and enough Zoom meetings for a lifetime.

What challenges face MMA?

The maritime industry is being impacted by the revolution in cyber-physical systems and automation. The pace of change is rapid,

and like other employers, the marine industry needs graduates who can quickly adapt to change. As a top provider of engineering, management, science, and transportation graduates, our stakeholders are expecting to see this in our graduates. This adaptability requires that we have an approach for continuous improvement. When you're as good as we are, it's tough to find how to improve what's already better than what most people do. It can be a challenge, but the MMA community is up to it.

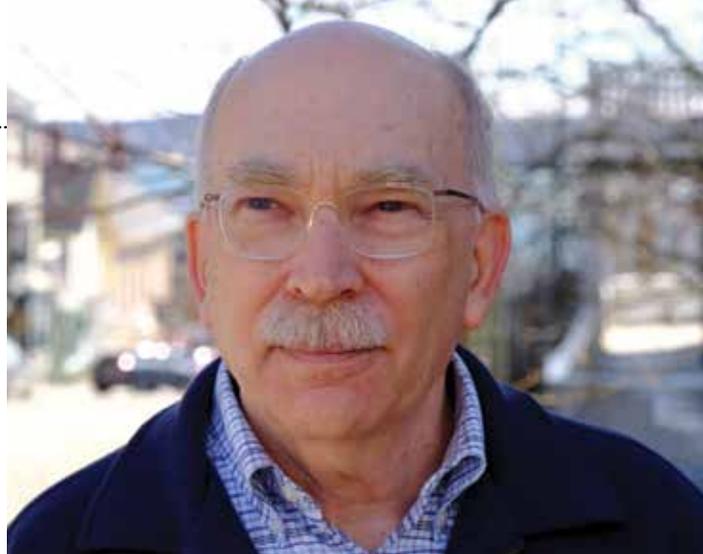
What are the major opportunities?

I'm ecstatic about the opportunities for off-shore wind. Although there are unanswered questions, we're pretty clear-eyed that off-shore wind technologies and related infrastructure will boost demand for MMA graduates from our traditional license programs, and from new areas of emphasis, such as autonomous ships, port logistics, pollution monitoring, and reliability. There is no question MMA's focus on leadership and character, combined with strong technical competence, is what our nation needs as we embrace new and sustainable energy resources.

What's something most people don't know about you?

I like to restore ship models and I'm learning to play the electric guitar. I thought I was doing a pretty good job restoring ship models until I saw the phenomenal models here on campus.

My music is getting better, but my kids have advised me to stick to my day job. ■



MMA LEADERSHIP

MANAGING MMA FINANCES

MARCH 16, 2020, HIS FIRST DAY on the job as MMA's Vice President of Financial and Institutional Services, Richard Rosen joined members of President Brennan's emergency committee assembled to address the pandemic crisis. Two days later, the Academy announced the campus would close and students would return home to complete the spring term remotely. "The pivot by the faculty and staff was remarkable," said Rosen.

He has since also observed faculty and staff "have taken great care to prudently manage budgets."

"With their help," said Rosen, "we initiated a Budget Recovery plan designed to shepherd resources diminished by the sudden and severe economic hit and then re-deploy spending to fund never anticipated health and safety measures – all related to COVID-19."

Rosen also cites long-term trends presenting financial challenges. "MMA must continue to deliver superior hands-on-instruction while keeping costs affordable so that every student with the desire and ability is able to attend and thrive," he said. "Also, the 20-year trend of declining state appropriation as a percent of the Academy's total budget highlights the necessity to diversify and develop new sources of revenue to maintain affordable tuition."

He sees numerous opportunities ahead for MMA undergraduate, graduate, and career students, including training opportunities at the Center for Professional Mariner Development, strategic partnerships with government, industry, and philanthropy, and the continuing diversification of the Academy community.

Rosen's connection with Maine stretches from his most recent job as Commissioner of the Maine Department of Administrative and Financial Services to his childhood. "I grew up in Bucksport and worked summers and after school in my family's retail store," he said. "At age 15, with my new driver's license in hand, I enthusiastically made daily deliveries of inventory from the Bucksport store to our summer retail shop on Main Street in Castine." ■

Rosen initiated a budget recovery plan to shepherd resources during the pandemic.



REGIMENT

Cruise Training

Three cruises are planned to prepare students for license requirements.

THE PANDEMIC made traditional cruise training to multiple ports simply too risky for students in unlimited license programs to attempt last semester. An alternative Fast Cruise (as in “hold fast”) was conducted for our “super-senior” students (those who had completed all academic requirements except for cruise) to obtain the needed sea time while pierside, with a waiver from the Coast Guard.

To get students back on track, three 37-day cruises are planned during calendar year 2021.

Current seniors and sophomores (classes of 2021 and 2023) will sail first, from April 17 - May 23, with special provisions from the Coast Guard for their sea time. While plans do include stops in Port Canaveral, Norfolk, and New York Harbor, these are for logistics only, and no liberty will be authorized. Seniors will sit for Coast Guard exams beginning May 24.

The second cruise will depart July 8 and return August 13 for unlimited license students

in the classes of 2022 and 2024 and likely follow the same itinerary as the first cruise, including the no-liberty rule. This group of students did not receive the same sea-time provisions as the classes of 2021 and 2023, so a third cruise is being planned from November 20 - December 26, over the Academy’s winter break.

Students completing their license programs in 2022 will sit for Coast Guard exams January 3.

The unique schedule and three cruise segments ensure all unlimited license students receive significant underway experience while fulfilling their STCW and license requirements.

Two negative Covid tests four days apart prior to each cruise’s departure, with a quarantine in between, will allow us to prevent bringing the virus along as a stowaway.

The summer of 2022 should see a return of the traditional single 74-day training cruise, and with luck, it will include days in ports, with liberty! ■

By ANNE KOWALSKI, REGIMENTAL ADMINISTRATIVE ASSISTANT



Captain Gordon MacArthur '00, is the new TSSOM Master. To learn more see page 35.



FACILITIES

NEW NEST

LAST FALL, MMA's facilities crew received an unusual request: pick up sticks on the college's turf athletic field. As it turns out, a diligent osprey was doing her best to build a new nest in the field lights.

Carl Olson, Facilities Operations Manager, reached out to Dr. Erynn Call, Raptor Specialist at the Maine Department of Inland Fisheries and Wildlife, for a solution. Call advised that the nest be dismantled and moved to a safer location. After a quick approval by the college's Academy Council, Building and Grounds crew members constructed a new nesting platform on a new pole installed in the corner of the practice field. "We added chicken wire and sticks from the old nest to encourage them," said Olson. Will the ospreys return and use the new platform? Look for the birds, which have up to a 6-foot wingspan, circling above in April and May. ■

—By EMILY BAER



ACADEMICS

Spring Semester

Lessons learned guide programming.

PLANNING for the spring semester included several changes from the fall semester based on lessons learned about the COVID-19 virus and student behaviors. Given the post-Thanksgiving spike in cases, we anticipated a similar post-Christmas rise, and thus decided to begin the spring semester with two weeks of remote learning, followed by a transition week for students to return to campus, participate in entry testing for COVID, and quarantine on campus until results were received.

On-campus instruction began on February 1. Indeed, several students tested positive in the pre-arrival testing process and stayed home for their isolation period. We had four students who tested positive in the entry process, and several others since then. We expect to have a small number of active cases throughout the semester, given the much higher number of cases in the state as compared to the fall. We increased our capacity for quarantine housing on campus and thus can handle this situation at present without having to pivot to remote learning. In addition to budgeting for a higher level of surveillance testing throughout the semester,



we are purchasing an antigen test system as an option to expand surveillance testing at a lower cost than PCR tests.

The Campus Activities Board (CAB) began virtual programming on the first day of classes in January. Students can engage in an in-person, hybrid, or completely virtual event almost every night of the week. Planning is underway for a few small travel activities to get students outside and off-campus for skiing, skating, or winter hiking. ■ —By ELIZABETH A.

TRUE, VICE PRESIDENT FOR STUDENT AFFAIRS AND ENROLLMENT MANAGEMENT

RESIDENT ASSISTANT APPRECIATION

EACH YEAR, MMA hires a group of students to become Resident Assistants (RAs) and oversee the safety and community building within Curtis Hall and the Commons. These student leaders are trained in emergency response, event planning, mediation, suicide intervention, confrontation, and other areas. Some of their functions include serving in an on-duty/on-call rotation, running events throughout the year, opening and closing the buildings, and building communities and relationships with residents.

This year, a RA group of 12 has been met with challenges that no other staff has faced: acting on duty and conducting rounds in the midst of a pandemic, assisting with the early closing of Curtis and the Commons, many

safety policy reminders, and community building in a time when face-to-face activities require more coordination.

On February 17, MMA recognized National RA Appreciation Day with words of gratitude for this incredible team. Many faculty, staff, and students noted their thanks for this group who has kept safety and a sense of community prioritized in a challenging time.

"It's not easy, not for everyone," said MTO major and RA Niko Racioppi. "But at the end of the day what helps you get through is being able to be that person who other people can count on." ■

—By JANICE FOLK, DIRECTOR OF RESIDENTIAL LIFE AND STUDENT ACTIVITIES

ATHLETICS

Back to Competition

SCHOLAR ATHLETES

MMA landed a record 66 student athletes on the North Atlantic Conference (NAC) Fall 2020 All-Academic Team. In order to be eligible for NAC All-Academic honors, student-athletes must be participating members of their respective team and achieve a cumulative grade point average of 3.5 or higher on a 4.0 scale.

The Fall 2020 NAC All-Academic Team recognizes student-athletes who practiced or competed in any of the 18 conference-sponsored sports during the fall semester. All 12 of MMA's sports that compete within the NAC were represented, including 17 student-athletes who had previously been named to a NAC All-Academic Team. The Mariners had a collective 3.09 Fall Term GPA.

WINTER/SPRING SPORTS PLANNED

Athletics is planning a limited return to competition this spring with each of the Academy's active sports planning for four contests apiece between February 20 and March 28. The schedule is limited to local opponents with shared safety and testing protocols. All athletes will be tested according to the NCAA's return-to-play plan and all competition outside of swimming will take place while masked against masked opponents.

The men's sports teams are presently engaged in the Futures Without Violence curriculum geared towards athletes, Coaching Boys into Men. A licensed counselor, compensated with NCAA grant funding, is serving as the coaches' advocate as they lead their teams through dialogue designed to empower athletes to stand up for integrity, nonviolence, and respect. ■

—By MARINERS ATHLETICS



OCEAN STUDIES

SEMINARS OFFERED VIRTUALLY



AS MMA'S CORNING SCHOOL OF OCEAN STUDIES celebrates its 30th year, the department continues to maintain a seminar series that began when it did. Beginning in 1990, Ocean Studies has hosted a series of presentations for students, faculty, staff, and the general public that examine new and evolving research related to the Marine Biology, Oceanography, and Coastal and Marine Environmental Science majors. The seminars also showcase research and experiences by MMA faculty and Ocean Studies students as well.

The Spring 2021 Seminar Series consists of six virtual presentations by experts in climate impacts on lobster fisheries and mercury pollution, oil spills and environmental compliance, fuel-efficient vessel design, and operation of scientific equipment aboard large-scale research vessels. Each presentation is free and open to the public.

"Though the pandemic has brought about many challenges for teaching, it has also offered us the unique opportunity to invite experts and colleagues from far-reaching geographical locations, which was not possible before the use of Zoom," said Associate Professor Carey Friedman, who is currently organizing the seminar series.

The seminars are designed to introduce viewers to cutting edge marine research, areas for direct application of skills acquired at MMA, and potential career paths for graduates.

For more information, please visit: mainemaritime.edu/ocean-studies. All sessions are recorded and can be viewed on-demand following the event. ■

—By ASSOCIATE PROFESSOR JESSIE MUHLIN, OCEAN STUDIES



ENGINEERING

WELDING LAB IMPROVEMENT

ASSISTANT PROFESSOR and senior welding instructor Mark Legel confesses he has blown more than a few breakers in the welding lab. “We are underpowered throughout the lab,” he said. “If more than three people run a 5” grinder in the booths, they blow lights and circuit breakers.”

But a series of improvements are now underway, thanks to a \$10,000 donation from a generous benefactor, that will keep the lights on, increase safety, and allow expanded capacity for welding.

The renovation will re-route the existing welder circuits and welding outlets to new locations. Lighting will be upgraded to LED, replacing the fluorescent lights.

In addition, conduit and wire for a new 200A, 3 PH welding lab sub panel and a new 3 PH, 200A, 120/208 panel board will be installed.

“Welding is a critical resource of MMA Engineering,” said Department Chair Paul Wlodkowski. “It’s a bridge between understanding metallurgy and strength of materials. We are also looking forward to developing closer collaboration between welding and our materials science and engineering courses.” ■

CPMD

Fire Training Facility

THE ACADEMY’S NEW Center for Professional Mariner Development (CPMD), located on the old papermill site in Bucksport, recently observed its first-year anniversary. Opening its doors on February 8, 2020, CPMD has hosted more than 300 students and 90 classes in maritime continuing education.

While the pandemic impacted operations, the team did not let it slow progress and quickly pivoted to remote learning.

In addition to a suite of simulators now installed, we are pleased to announce the plan to construct a Fire Training Facility on site this summer for use by CPMD and the undergraduate program.

The Academy has contracted with Fire

Facilities Inc, to design, manufacture, and deliver a four-story fire training building to support both maritime and land-based firefighting. The roughly 60’-long and 40’-high structure will feature multiple floors with the ability for fire extinguishment on three levels, interior stairs and ladders,

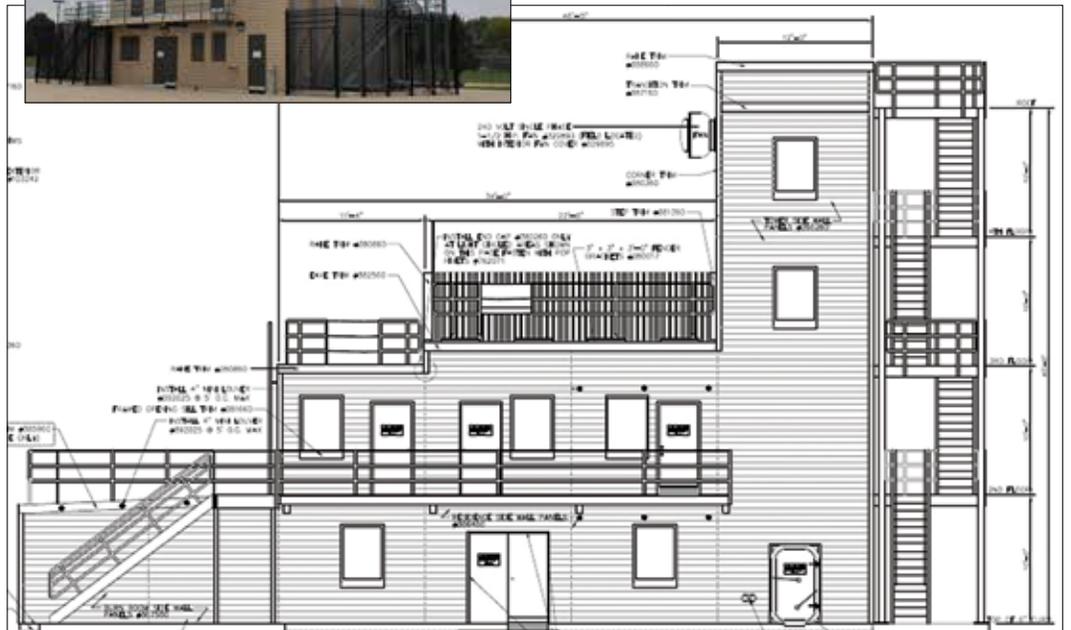
roof-mounted chop-outs, and propane fired props for engine room, galley, and stateroom fire simulation as well as Class A fire areas. The building will be used for multiple training types including hose advancement, fire attack, search and

rescue, rappelling, laddering, confined space, and high-angle rescue operations.

Development of our own fire-fighting facility provides MMA with an improved experience for undergraduates and the ability to develop and offer first-class programs to our CPMD delegates as well as a variety of constituents in the municipal, emergency management, and crisis response sectors. ■

—By ALAN CHACE, DIRECTOR, CENTER FOR PROFESSIONAL MARINER DEVELOPMENT

Construction begins this summer on site in Bucksport.



PHOTOS AND ART: BILLY R. SIMS, TRACHTE BUILDING SYSTEMS

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A World Imagined, A World Bettered

She went to sea to see the world. Helping others became her mission.

Maureen Jones-Higgins '87, Port Captain-Logistics Officer for the Barbados hub of the UN World Food Programme (WFP), remembers the day she learned the organization won the 2020 Nobel Peace Prize.

"I was elated, what an incredible honor. It was a great boost for public awareness of the program," she said. WFP was cited "for its efforts to combat hunger, for its contribution to bettering conditions for peace in conflict-affected areas, and for acting as a driving force in efforts to prevent the use of hunger as a weapon of war and conflict."

Jones-Higgins, married to Dennis Higgins '86, has worked for WFP for nine years, after a 25-year career that led her to becoming an Unlimited Master and sailing the world, aboard everything from tankers to cargo vessels. "My dream job after retirement was to get a step closer to those needing humanitarian assistance and become involved after food aid was available for distribution at the dock, which working for WFP allows me to do."

This dream evolved from her youth spent on her family's farm in the Midwest where she imagined a career that would let her "see the world," which led her to MMA.

She is soft-spoken and modest in demeanor, but resolute and confident in the face of adverse challenges, some of which she recalls in the following accounts.



After 25 years sailing on vessels in the Merchant Marines, Jones-Higgins retired and became a port captain for the UN World Food Programme.
Photo: Fred Beaujeu-Dufour

Russia, 2002

OUT WITH THE ICE

I was Master of the M/V *Judy Litrico*, a bulk vessel carrying corn into St. Petersburg, which was iced in. We were part of a convoy of several ships led through the ice to the inner anchorage. When we arrived, all I saw were vessels with red-over-red signal lights, indicating they were not under command.

To anchor, you didn't drop an anchor; you stopped the vessel and glided into the ice, which was a meter thick. When the vessel stopped, you were in your anchor position. All the of ships' Not Under Command lights were on because they weren't anchored and couldn't move under their own power.

A couple of times, the ice floe broke free and our vessel was carried along with it out to sea. We had to wait for the icebreaker to come to our rescue before we could back out of the ice and return to the anchorage.

I did the most astern navigation of my life there, because the ice breakers cleared the stern area of the vessel. We had to back out of the floe that held us each time, and we joked about positioning the lookout on the stern as opposed to the bow.

Congo, 2010

LUCKY STOWAWAY

While I was sailing for US United Ocean Services delivering rice on the M/V *Mary Ann Hudson*, we were bound for Matadi on the Congo River. We were fully loaded and required to lighter at the mouth of the river, Banana Roads, to reduce our draft prior to navigating upstream. The combined river and ebb tidal current was very strong. Our engines were on standby during the ebb tide and at times we would need to put rpms on the propeller to keep our position in the river and not drag anchor.

After we lightered to lessen our draft, we headed up the river, which was quite a trip for our vessel



“
I saw how much of a difference we were making by supplying food to the communities.
”

since we were 2m over the approved overall length for port.

Stowaways are always a huge risk, then and now. We took precautions as per usual, and also hired some locals, which is customary. Experience had taught us when you employ locals, you usually stand a better chance of not getting a stowaway on board. We were on high alert, and the crew did a final stowaway check before we left port. We made way partially down-river, almost to Boma, before the pilot alerted me that the channel had silted over and we would have to anchor. We ended being there for three days.

In the meantime, there were no dredges in the area. I knew we had to have a pilot; the river was not marked. We were kind of at an impasse, waiting for information, and quite powerless.

On day three at anchor, a guy climbed up on deck from the chain locker. He had been there since we left the dock. He thought we were out to sea because three days had passed. He looked around and, lo and behold, we were still on the Congo River.

If we had used the other anchor, this man would have died. He would have come out in multiple pieces.

I had to pay to repatriate the man even though we were still in the Congo. I don't know if it was some kind of collective maneuver for them to get more money out of us, but after the stowaway was returned, the river magically cleared and we were able to continue on out to sea.

North Korea, 1994

GRAIN IN THE TRACKS

As I sailed to many different countries delivering aid, I became more and more interested in eventually working on the ground in the humanitarian aid sector. I wanted to be exposed to different cultures and people who lived where I traveled. I didn't want to hang out in the ex-pat bars with the drinks and little umbrellas in the glasses.

When I went to “third world” countries to deliver cargo, I saw how much of a difference we were making by supplying food to the communities there.

When we were in North Korea, I saw people picking up the grain that had spilled in the railroad tracks and hiding it in their pockets, so as to not get caught stealing. It made me aware of how desperate people were in different parts of the world.

Every trip, I made a point of finding out how our cargo assisted people and told the crew. Most everyone feels a sense of pride when helping others.

I told them, “This is what we did. This is what we accomplished with this trip. And these are the people we are helping.”

As I became more familiar with World Food



Operations while being under charter and involved with the aid delivery, I became interested in working as a port captain. I would be in charge of management and oversight of port operations using skills I had acquired from experience in the Merchant Marine and I would continue to be involved in the delivery of aid. I wanted to get a step closer to the beneficiaries. Prior, on the ship, I always left the cargo at the dock.

Sudan, 2012

APPRECIATION FOR LIVES

When I retired from sailing in 2012, I contacted the World Food Programme, and in September, went to my first port captain's job at Port Sudan.

Most of the local population were Muslim, and I stayed with one such family. Being fully exposed to their culture was educational, eye-opening, and a wonderful experience.

One day, we were sitting out having tea at morning break, and one of the local guys I was working with said, "Just look at this. This is what you don't see on the news about Sudan. This is what they don't show; the good side, the peaceful side."

My assignment took me to a small town on the Nile River, Kosti. I was responsible for the formulation of a packing list for the international

Maureen Jones-Higgins has worked nine years for the UN World Food Programme, which won the 2020 Nobel Peace Prize for its efforts to combat hunger and foster peace in conflicted areas.

Photos: Courtesy of Maureen Jones-Higgins & Tony Karumba, AFP

export portion of WFP's biggest logistics service contract to date. The job involved coordinating local WFP employees and service contractors to obtain documentation for international shipping for more than 260 pieces of equipment and 412 containers located in four different areas along the White Nile. This included inspection of containers for seaworthiness, and checking of cargo to ensure it was suitable and safe for loading. I prepared an initial stowage plan to assist with vessel allocation. The transfer between Kosti and Port Sudan required land transport vehicles staged at the border between northern and South Sudan.

The equipment was to have been shipped to Juba via the Nile, but when that became prohibitive, the cargo was trucked from Kosti to the Port of Sudan and loaded onboard a vessel for discharge in Mombasa. From there it was again loaded onboard trucks for transport to Juba in South Sudan.

Kosti is a very small town, located on the border of Sudan and South Sudan. At first the local authorities said, "You can't go out of your hotel room without an escort." They were nervous about having a solitary white female in town. But there were a handful of aid workers there, of different nationalities, and I was proud to be there to help.

After they calmed down about me being there, evening walks became part of my routine. I would

stop to visit people around the town who were very welcoming, very warm. I made some good friends and made daily stops to chat with them.

Philippines, 2013

DEALING WITH DEVASTATION

While I was working as a port captain in Tanzania, our staffing coordinator contacted me and said, “We need you to go to the Philippines.”

I checked the newsfeed and saw the area had just suffered a monstrous typhoon, *Yolanda*. After the one-day mandatory break in contract, I was headed to Tacloban on the eastern Visayan Islands, where *Yolanda* came ashore. It was devastated.

World Food Programme had set up a logistics center in Cebu, as soon as the airport opened, and had chartered a RORO for the delivery of the aid to Tacloban. We carried any humanitarian aid for all of the aid societies cargo for free.

I was responsible for the scheduling, load plans and calculations, and docking arrangements at both load and discharge ports. The RORO vessel delivered more than 3,000 cubic meters of cargo for UN agencies and NGO partners.

Later, I coordinated loading and overland transfer and discharge arrangements for distribution of break bulk grain to various islands.

The big takeaway from the Philippines — I was amazed how resilient the people are and how hard-working. The men who helped discharge cargo from the ship had to leave their families each day. Because of the typhoon, their houses had been destroyed. They worked all day until just before dark, so they could arrive safely home and be with their wives and children where they slept in tents. They just wanted to help their fellow countrymen. I found the people of the Philippines to be incredible to work with, from the truck drivers to dock workers and fellow WFP employees.

Rome, 2014

FROM DESK TO DOCKSIDE

I worked in Rome as a chartering officer, and it was great. I loved Rome. It's an incredible place to live — food, wine, history, culture.

But after my second deployment to Rome, I told the head of the shipping unit I felt I would be more valuable to WFP working in a port. They do not have many port captains on the roster.

My next assignments were to travel to Sudan once more, and then on to Nigeria.

Bahamas, 2019

HURRICANE AFTERMATH

I went to work mid-August for the WFP Barbados office. Shortly after my arrival on September 1, hurricane *Dorian* devastated the Bahamas. It was worst natural disaster in the country's history with



Straits of Magellan, 2011

“
Your
awareness
of the
possibilities
increases
with
exposure to
the world.
”

wind gusts over 220 mph.

WFP was already on the ground when I arrived. Our operations in Nassau had a ship indentified and loaded the evening of the 6th, headed for Abaco Island. We took communication equipment, MREs, MSUs, mobile storage units, generators, and other equipment, and set up a logistics space. The situation was very similar to WFP's operation in the Philippines.

I ran vessels loading in Nassau and Freeport for discharge at Abaco where humanitarian aid groups picked up their cargo for distribution to people in the area. We started with water purification, food, electricity, tarps, and everything else that was necessary to get people sheltered in place.

2021

THE PATH CHOSEN

Right now, we have food kits ordered before the 2020 hurricane season that, fortunately, we didn't have to deploy, and we're working to get the food to Jamaica, where it will be distributed to senior citizens with the hope of keeping them safer from COVID exposure.

I hope to continue my work with WFP, and that it makes a difference in helping others.

Going to sea was incredible. I love it. I used to describe it as a floating commune. We all were dependent on each other for everything, from fire-fighting, medical attention, feeding, and making the water we drank, to providing propulsion and steering the proper course to our destination.

It was an excellent career choice for me. The sky's the limit after you go to sea. You learn you can do so many things with your degree. Your awareness to the possibilities increases with exposure to the world.

I wouldn't change my path for anything. ■



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There are quite a few ships around the world that are over 100 years old. In fact, there are quite a few that are centuries old. I've viewed the Gokstad ship, 1,200 years old, in a museum building in Oslo. I've toured the Vasa, launched in 1628, in her drydock building in Stockholm. I saw the USS Constitution, launched in 1797, under sail once. But I can't think of another 100-year-old sailing ship that is still sailing regularly, and still doing what it was originally built to do, except for *Bowdoin*, which turned 100 on April 9 of this year.

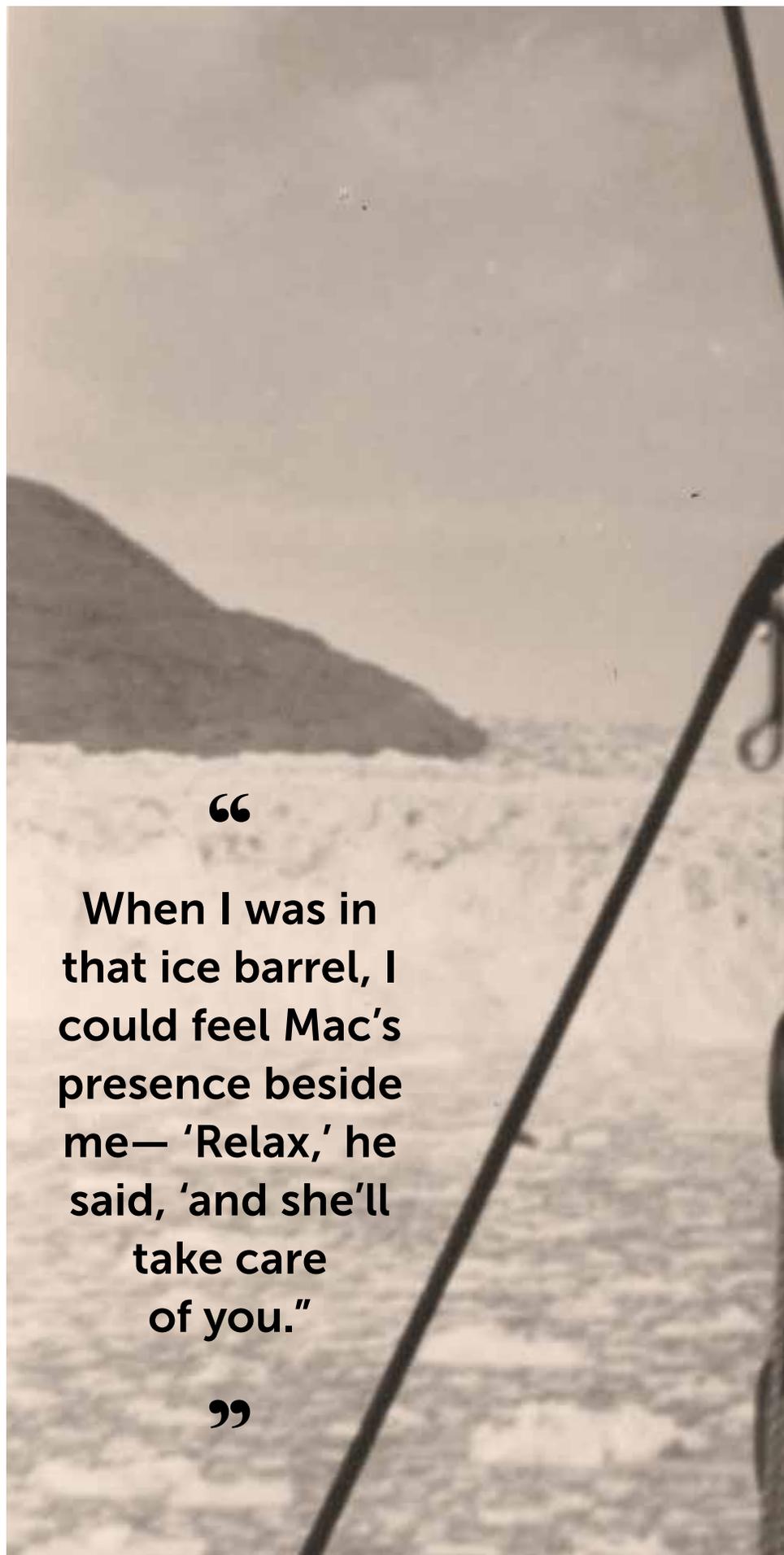
As Captain Elliot Rappaport once said of *Bowdoin*, "There's a big difference between a ship that went to the Arctic and one that goes to the Arctic."

Donald ("Mac") MacMillan was bitten by the Arctic bug when he served with Peary on Peary's 1909 North Pole Expedition. Peary claimed to have seen a large landmass in the polar sea, which he named Crocker Land. MacMillan was determined to go back and find it. That expedition, which departed in 1913, was intended to last no more than two years, but he ended up staying for four, when two successive relief ships failed to reach him. It was during that long spell that he decided what a proper expedition required, and that was a good ship.

Mac considered the failings of other ships that had been beset in or crushed by ice, left without fuel, or damaged by grounding, and came up with a list of requirements for a purpose-built expedition vessel. She would be as small as he could get away with, which would allow for maneuvering in tight spots. She would have a hull with rounded sides to prevent the ice getting a grip on her. With a wineglass shape, she should "pop" out of the ice if it tried to grab her. She would carry her greatest beam well aft, which would shunt the ice bits away from the propeller. She would have a draft of about ten feet, matching the height of tide on the Greenland coast, which would allow her to be beached at high tide for repairs. She would have a simple engine that could burn anything from diesel to kerosene to whale or seal oil. She would be as strong as a shipyard could make her, but, just in case, there would be two watertight bulkheads so that if "I broke her stern off, she would float, and if damaged forward, she would still float, and if she broke in half, both ends would float."

After the Crocker Land expedition, and a three-year stint in the Navy, Mac commissioned William Hand, a notable yacht and workboat designer, to design his ideal vessel. He chose Hodgdon Brothers Shipyard in East Boothbay, Maine, to build her.

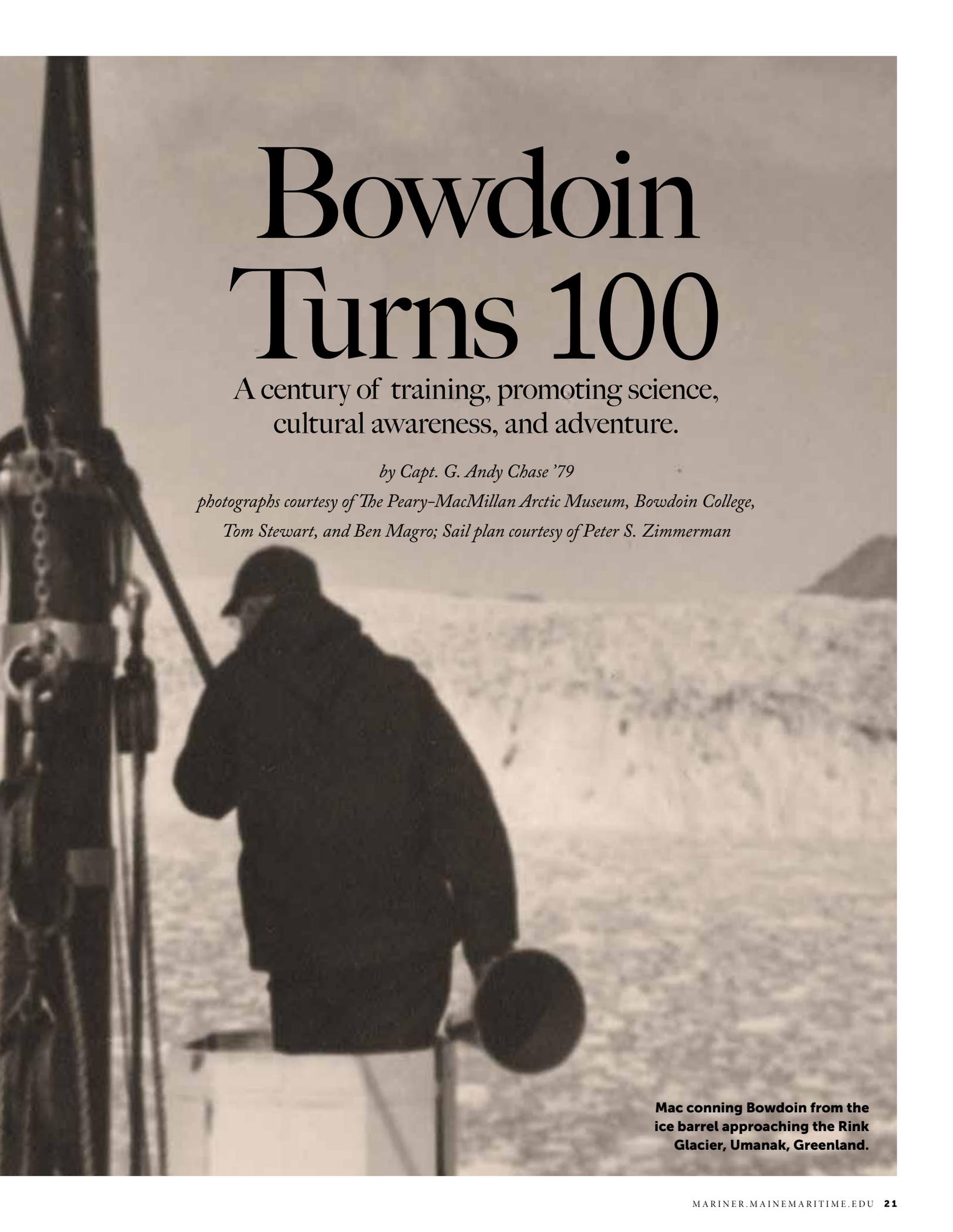
The construction estimate was \$35,000, of which Mac had less than \$3,000 on hand. But



“

When I was in that ice barrel, I could feel Mac's presence beside me— 'Relax,' he said, 'and she'll take care of you.'"

”



Bowdoin Turns 100

A century of training, promoting science,
cultural awareness, and adventure.

by Capt. G. Andy Chase '79

*photographs courtesy of The Peary-MacMillan Arctic Museum, Bowdoin College,
Tom Stewart, and Ben Magro; Sail plan courtesy of Peter S. Zimmerman*

**Mac conning Bowdoin from the
ice barrel approaching the Rink
Glacier, Umanak, Greenland.**



he promised to pay the yard somehow, and they started work with a handshake. He ended up selling shares to enthusiastic supporters for \$100 apiece, and *Bowdoin* was built. Launching day was April 9, 1921.

The maiden voyage was to the west coast of Baffin Island, a region that had yet to be explored by anyone but the Inuit. On the way there, in a moment of confusion at the helm, *Bowdoin* ran headlong into an iceberg. The impact was enough to sink practically any ship of any size, but *Bowdoin* suffered almost no damage.

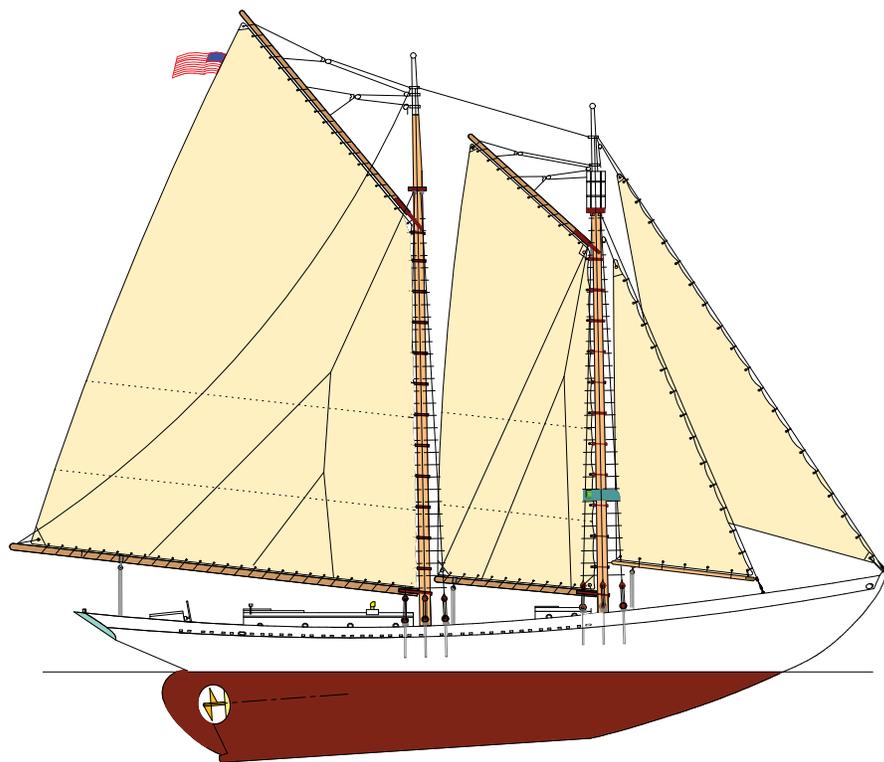
MacMillan found an ideal harbor, uncharted, but well protected from ice pressure by virtue of a very narrow opening, and he named it Schooner

***Bowdoin* passing a large, tabular iceberg in Disko Bay, Greenland on the 1991 voyage.**

Harbor. (He reserved the name Bowdoin Harbor for a different berth in northern Labrador.) There they moored the schooner and prepared the ship and crew for long winter nights. Once frozen in, with the help of local Inuit, the crew built a snow wall around the hull and igloos over the hatches, making her snug and relatively comfortable for the ten-month stay.

For his next voyage, Mac planned a multi-year expedition to far northern Greenland, stomping grounds from his Crocker Land expedition. Again he found a suitable place, Refuge Harbor, where he settled the vessel in as before, this time for eleven months.

He very nearly didn't make it out.



Specifications

Design: William Hand

Sail Area: 3,000 square feet

Launched: 1921, Hodgdon Brothers Shipyard, East Boothbay, Maine

Auxiliary Power: Cummins 855, 190 horse power auxiliary – 7 knots, maximum

Hull: White Oak

Rig: Grand Banks knockabout schooner

Deck: White Pine

Masts: Douglas fir

Sails: Oceanus®

Overall Length: 88 feet

Crew: 16

Beam: 21 feet

Speed: 10 knots maximum

Displacement: 66 tons

Draft: 9.5 feet

By the end of July 1924, it looked like the ice would not leave the harbor that summer. A narrow and shallow shore lead was all that had opened up, with just a little less depth than Mac needed to get out. He determined that it was worth a try, or otherwise *Bowdoin* would probably be stuck for another year.

At high tide, Mac put her full ahead and tried to bounce the schooner over the ledge. She hit it hard, and stuck. With the tide dropping, the crew feared the schooner would lay over and fill as the next tide rose, so they rigged tackles to the shore to hold her upright. That worked, until it didn't. The lines parted; the schooner fell hard and cracked a couple of planks. Working feverishly, they unloaded all the

gear they could, to lighten the vessel, and in case they needed to camp ashore for the winter. But *Bowdoin* did float on the next tide, and was able to get over the hump.

She would have made a clean getaway, had not an iceberg drifted into and run aground in the only entrance (or exit) of the harbor. Mac surmised that if he hit it hard enough, perhaps the schooner could break through and get out. *Bowdoin* backed up and then rammed the solid ice at full speed. She stopped dead, but indeed a crack in the ice appeared, and as the vessel pressed against it at full throttle, it gradually opened, and she slipped through.

President Ken Curtis '52 saw the ship as a link to maritime history, a platform for teaching seamanship—and for fundraising.

Bowdoin had now proven herself, and proven MacMillan's theory of what an ideal Arctic expedition vessel could be. For 33 years she spent few summers away from the Arctic. Her missions were for training and education for the mostly college-aged, young people.

During World War II, the vessel was purchased and commissioned by the US Navy and sent back up to Greenland to conduct surveys of sites for US airbases. The work earned her place in US naval history and two WWII service ribbons.

After the war, she was offered back to MacMillan, who bought the disheveled, stripped-down hulk for \$4,000. At 71 years old, Mac had plenty of energy left. With help, he restored her to sailing condition. He stretched his resources to buy a new Cummins diesel engine, and when the invoice arrived, it came with a letter of support from the head of the company and was marked "Paid in Full." The relationship with Cummins has endured to the present day.

Mac and *Bowdoin* continued voyaging to Newfoundland, Labrador, and Greenland almost every year until 1954 when he turned 80 and finally retired.

He donated the vessel to Mystic Seaport in Connecticut, where she was to become a museum piece. But Mystic didn't have the resources to maintain her, and after nine years of neglect, she was almost too far gone to save.

In 1968, Capt. Jim Sharp of Camden, Maine, approached Mac with a proposal to restore the ship to sailing condition. Mac was delighted, and Jim spent the next year rebuilding her. Several friends

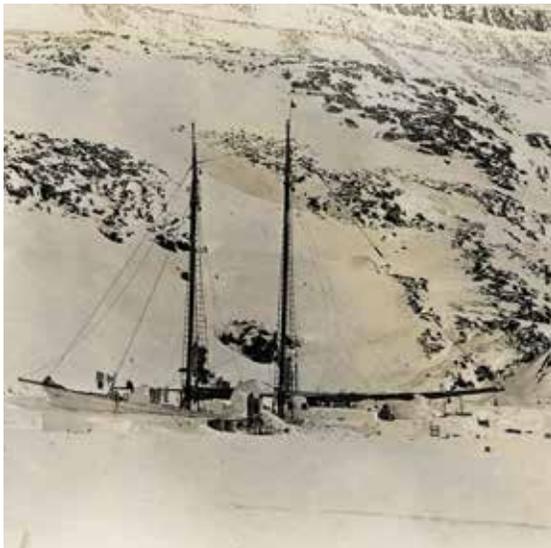
helped, and one young helper, John Nugent, would stay with *Bowdoin* for many years.

As all hands knew that Mac was in declining health, they worked extra hard to get the job done. In the fall of 1969, Jim and friends got *Bowdoin* underway and sailed her down to Provincetown, Massachusetts, where Mac saw his proud ship under sail once again. He died less than a year later.

There followed a period of about 10 years when *Bowdoin* was commissioned as a private yacht, a charter vessel, and a school ship for kids. Eventually new safety rules meant the vessel would have to be rebuilt in order to continue paying her way.

A fundraising campaign was launched, and from 1979 to 1984 she underwent a rebuild so complete that she received a US Coast Guard certificate as both a passenger and a sailing school vessel. The lion's share of this work was done by John Nugent, often working alone.

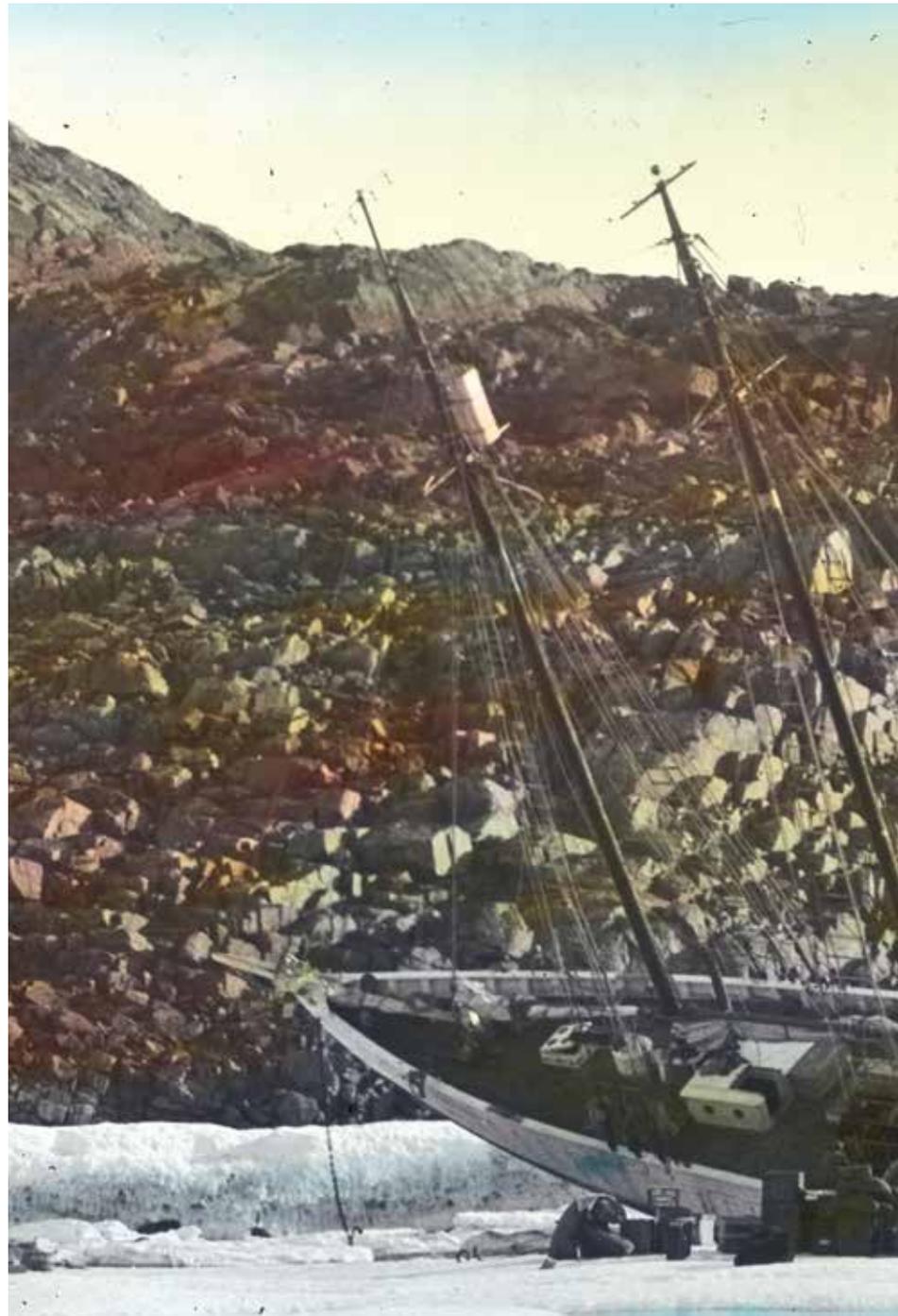
When Cummins learned that *Bowdoin's* engine needed work, the company traded it for a brand new one, realizing that she had the first marinized engine they had built, and one of their oldest



engines still in operation. That engine is now on display in the lobby of the Cummins headquarters in Indiana.

The rebuilt schooner ended up with the Hurricane Island Outward Bound School. But after a couple of years, that organization determined the vessel wasn't a good fit for their mission, and word got out *Bowdoin* was again looking for a home.

At that time, Chris Kluck was a student at Maine Maritime Academy, and he had a passion for sailing. I was an ex-schooner captain with a new job on the faculty. Kluck got wind of *Bowdoin's* situation and suggested we try to bring her to MMA. I was too new to my job to spare much effort, but promised to support him. Soon thereafter,

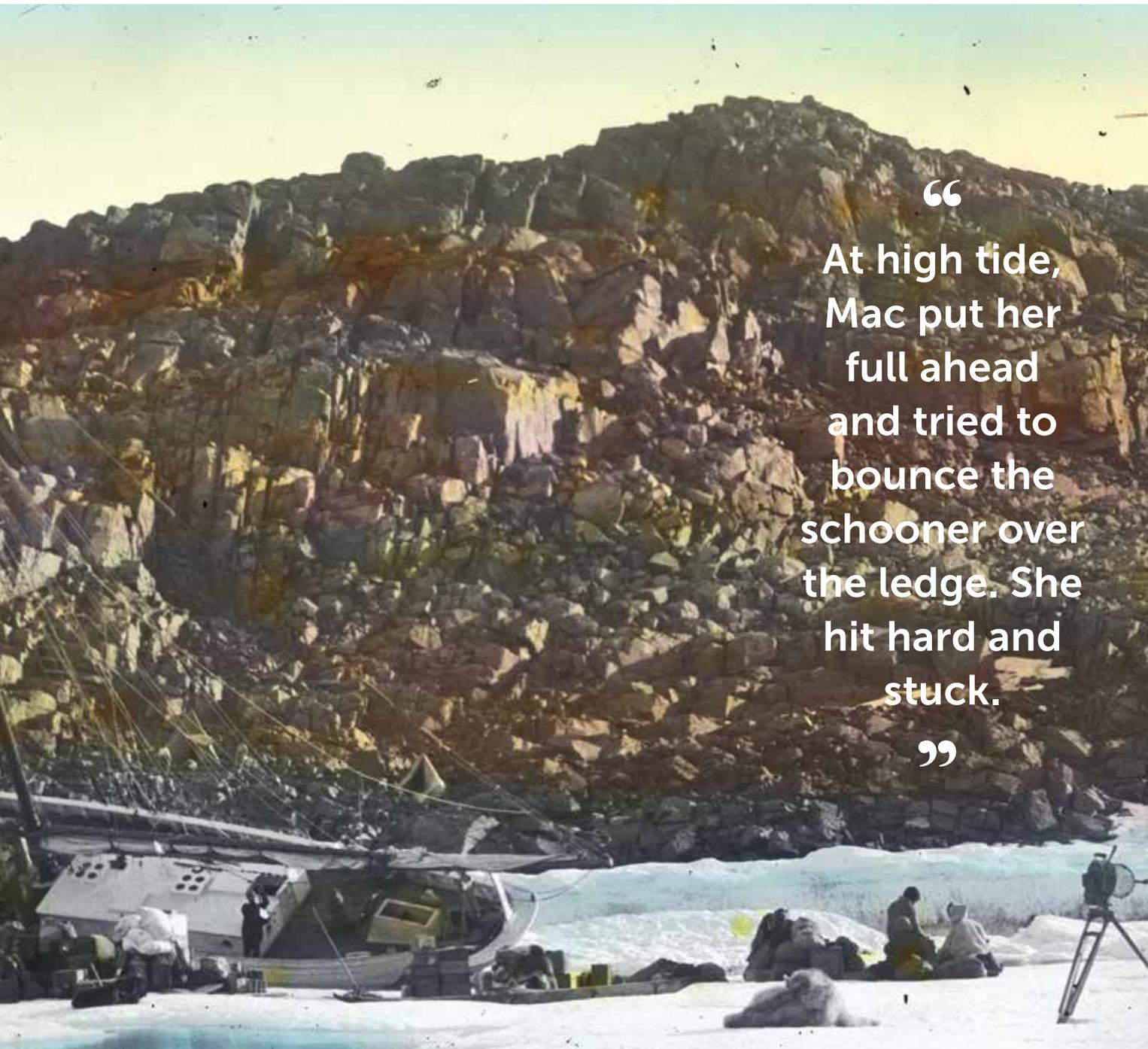


***Bowdoin* hard aground in Refuge Harbor, trying to depart. She was refloated on the next high tide. Left: Winter quarters, Refuge Harbor, 1923-24.**

someone pulled a fire alarm in the dorm and Kluck had the foresight to bring and circulate a petition, asking students mustering in the courtyard to support acquiring the vessel for a sail training program.

President Ken Curtis '52 was impressed by the initiative and also by the opportunity. He saw the ship as an iconic link to Maine's maritime history and as a platform for teaching seamanship. He also saw her as a platform for fundraising, and he was starting MMA's first major capital campaign.

MMA acquired *Bowdoin* in the fall of 1988, and I got the job as captain. In our first season together, we sailed the Maine coast with students aboard, as what I liked to call "modern day pirates." We'd sail



“
At high tide,
Mac put her
full ahead
and tried to
bounce the
schooner over
the ledge. She
hit hard and
stuck.

”

into a port, host a fundraiser, and sail away with everyone's money. Curtis liked to say that capital campaign was largely funded across the decks of *Boxdoin*.

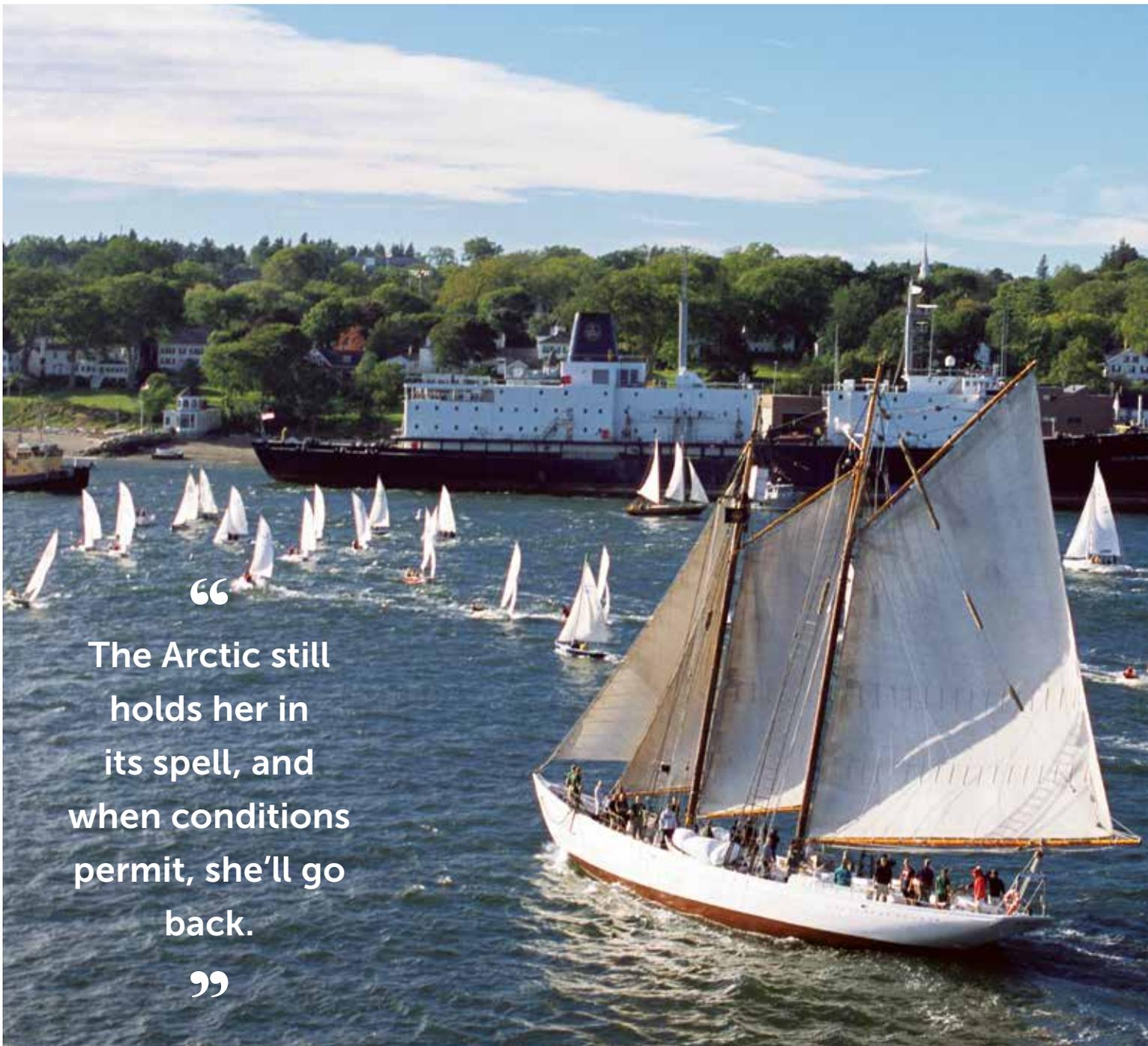
At the end of the 1989 season, I proposed taking the vessel back to Labrador. To my surprise, Curtis said, “Go for it.” And so we did.

Our six-week voyage to Nain, Labrador, in July and August of 1990, was a reunion for *Boxdoin*. At every port in Nova Scotia, Newfoundland, and Labrador, people were astounded to see the ship again. She was a legend there, even more so than in Maine. It had been 36 years since they had seen her. They showed us photos of themselves as children on board with Mac. Two Inuit elders in

Nain insisted on presenting me with chocolates, returning the favor that Mac had done for them when they were little. We visited the schoolhouse that Mac had built for them with materials delivered on *Boxdoin*.

That trip was so successful that on our return I suggested to Curtis that we shoot for Greenland and the Arctic Circle the following season. Again, he said yes.

The 1991 voyage lasted nine weeks and covered 5,000 miles, crossing the Arctic Circle and reaching 70° north latitude. Again the locals were thrilled to see their beloved “White Ship.” We were able to find photos of some of them in the old copies of National Geographic that we had on



“
The Arctic still
holds her in
its spell, and
when conditions
permit, she'll go
back.
”

board, some dating back as far as 1923.

Since the Arctic voyage, *Bowdoin* has continued Mac's legacy of taking people north to Nova Scotia, Newfoundland, Labrador, and Greenland. *Bowdoin* has voyaged north of the Arctic Circle under the MMA flag three times.

In 2015, 30 years had passed since her last rebuild, and it was time for *Bowdoin* to get another makeover. A \$1.5 million capital campaign was initiated, and the first phase was a rebuild at Wayfarer Marine in Camden that included replacing the deck and upgrading many of her systems and engine. The Cummins company sent a technician to Castine to supervise MMA students in the Small Craft Technology Lab in

rebuilding the engine, and provided all necessary parts. Phase II of the rebuild, completed at Bristol Marine in Boothbay Harbor over the winter of 2018-19, involved replacing planking and frames as necessary below the waterline.

Throughout the rebuild, pains were taken to keep her as historically accurate as possible. She is still the vessel Mac specified: strong enough for ice work, with watertight bulkheads, a short rig, and an ice barrel aloft for the captain to stand in while conning her through the ice.

I can assure you when I was in that barrel picking my way through the ice, I could feel Mac's presence beside me. He seemed pleased. He kept telling me, "Relax, she'll take care of you."



The Future of *Bowdoin*

How a wooden vessel can live forever.

Piece by piece, it can be rebuilt indefinitely, maintaining at least the soul, if not many of the pieces, of the original vessel. Those periodic rebuilds must be anticipated.

President Brennan realized the importance of maintaining *Bowdoin* and planning for her financial future. He formed the Schooner *Bowdoin* Future Committee consisting of current and past *Bowdoin* captains, the Vice President for Advancement, IBL faculty, and other stakeholders. The goal was to develop a plan to cover the next rebuild projected to take place by 2045.

The rebuild plan, developed and approved in the fall of 2019, is a three-pronged approach combining funds raised through an annual appeal, interest earned through the *Bowdoin*'s existing maintenance endowment, and monies from the Yacht Donation Program.

With this plan now in place, MMA can cover any major repair while providing the necessary funding for her next rebuild in 2045.

Alumni, parents, friends, and citizens of the State of Maine can be proud that Maine Maritime Academy has not simply maintained this historic vessel for our own use, but will also be leaving her in good hands for all to enjoy for another half a century.

By the summer of 2019, she was once more in like-new condition, and planning began to celebrate her 100th season with another Arctic voyage.

Unfortunately, the coronavirus pandemic put that plan on hold. Even so, shortly after her birthday on April 9, *Bowdoin* will get underway once again for a season doing exactly what she was built for — scientific research, cultural study, and exploration while teaching seamanship and providing adventure for the young people (mostly MMA students) who are fortunate enough to earn spots as crew.

The Arctic still holds her in its spell, and when conditions permit, she'll go back. ■

MMA's entire small vessel fleet underway for the "Sail MMA Day," on June 6, 2011.

Launches 1st Space Force Mission

Marcus McInnis '75 plays a key role in national defense program.

by Bill Edwards



Somewhere out there in the GEO Belt, a vast region of outer space more than 24,000 miles from the Earth's surface, six United States satellites are helping protect their mother country from the potential consequences of war. Significant credit and recent responsibility for this multi-billion-dollar array of technology goes to Marcus McInnis '75.

McInnis lives in the Los Angeles area and is the civilian Program Manager of the Space Acquisition Program for the US Space Force's Space and Missile Systems Center.

On March 26, 2020, McInnis and his team oversaw the launch from Cape Canaveral of the center's sixth Advanced Extreme High Frequency satellite. In August, the team completed its testing of the satellite, which is among nine other

military satellites that make up the AEHF MILSTAR Constellation for use in a critical defense communications system.

"One of the main capabilities of this satellite system is that we have assured communication in any scenario, any place on Earth, at any time," McInnis said, "and that guarantees the effectiveness of our nuclear strategy."

"We have assured communication in any scenario, any place on Earth, at any time."

Even if nuclear war breaks out, McInnis explained, all key personnel, from the President of the United States to the Pentagon brass, and appropriate decision-makers in the field, can effectively communicate.

"The AEHF/Milstar Constellation provides global, survivable, protected, secure and jam-resistant communications for our warfighters, high-priority military ground, sea and air assets, as well as for key allies (UK, Canada, Netherlands, and Australia)."

An Atlas 551 launches from the Cape with AEHF SV-6 aboard to start the five month orbit raising mission to reach the satellite's geo-orbital slot 22,000 miles above Earth.





“That’s a huge part of our national defense posture,” McInnis said. “Our system has 10 times the bandwidth of previous satellites. It is the principal communications method that supports the nuclear triad,” a group that includes the submarines, bombers (B-52s) and missile silos that are capable of launching nuclear weapons.

Although US defense spending on outer space projects has been controversial, Defense Department officials say the threat of unauthorized access of military messages and destruction of existing communications satellites is real, especially from China, and possibly from Russia. The Bush, Obama, and Trump administrations all have supported programs to defend US military communications assets in space, and Biden-appointed US Secretary of Defense Lloyd J. Austin III has promised to stay laser-focused on that objective.

The GEO Belt is the area in space where satellites can be placed in geosynchronous orbit. Today, there are more than 400 active satellites in the GEO Belt – including the ones used by satellite TV and internet subscribers. Once situated, these satellites rotate precisely with the Earth and appear stationary from the ground. That makes it easier for them to be used for communications, precluding the need to reposition satellite dishes and antennas.

Now, thanks in part to McInnis and his team, a new breed of GEO-belt satellites supports national security. But, although the concept of geostationary satellites had been around for nearly a decade when

The AEHF SV-6 gets its final check-out after completing both its environmental and Integrated Systems Test to ensure the payload is fully functional.

McInnis played four seasons for a winning Mariner football team. “Proof,” he said, “that we were young once and RC’s play sports.”

he graduated from high school, McInnis did not envision himself as a budding space wars expert.

“I went to MMA because I wanted to play football,” McInnis said. The eldest of the nine children of Vincent Arthur McInnis and Jean Marie (Clemons) McInnis, he grew up in various small towns in Maine. His parents were educators, and his father moved the family from town to town as he gained better positions as a school principal, while his mother taught students how to use advanced business machines (including early computers).

McInnis played football for Wilton Academy and Blue Hill High School in nearby Farmington. While neither of these Maine communities was far from the sea, life as a Merchant Marine or Naval officer was not McInnis’s prime mover. Once he enrolled at MMA as an engineering student and joined the school’s football team, however, McInnis began to appreciate the qualities that he believes are still the school’s greatest assets.

“We spent four years studying to take one test [the Merchant Marine certification],” said McInnis, “but what you learned along the way was the key – discipline, teamwork, approaches to problem-solving and critical thinking in operational settings... well, you couldn’t get that in a regular college.”

During McInnis’ second year at MMA (’72-’73), the academy joined the NCAA Division III New England Football Conference and won the conference championship that same year. Records credit McInnis, a defensive back, with two pass interceptions that year.

McInnis credits Athletic Director Verge Forbes, who later became academic dean at MMA, and defensive backfield coach Len Tyler, later, MMA president, for being his greatest influencers.



He became class president and student council VP before becoming Regimental Commander his senior year. McInnis was subsequently interviewed by Adm. Hyman G. Rickover and offered a position on his staff. McInnis was interested in Rickover's nuclear power program as a way to augment his steam and diesel power plant qualifications with experience in naval nuclear power. At the time, several shipping companies were considering bringing nuclear powered ships (back) into the commercial fleet. But practical and political issues prevented large scale adoption of nuclear power for commercial shipping. McInnis shifted his attentions to naval aviation, attending flight school in 1976 with Rickover's support.

“What I learned at MMA – discipline, teamwork, approaches to problem-solving, and critical thinking ... well, you couldn't get that in a regular college.”

McInnis' naval fleet career was in EA-6B Prowlers, the electronic warfare – medium attack, carrier based aircraft. He completed five deployments aboard various air craft carriers. His successful naval career lead to being selected for the Naval Test Pilot School (class '88) and a subsequent position as the head of the Electronic Warfare and Reconnaissance division at the Naval Test Center at Patuxent River, Maryland where he logged time in 16 different aircraft.

The Navy recommended McInnis as an Astronaut candidate in 1987 where he was a semi-finalist in NASA's group 12 selection. He attended the Naval Postgraduate School (Aerospace Engineering); National Defense University (National Security Affairs) and the George Washington University (MPA). He finished his career working for the Defense Intelligence Agency as the Chief of All-Source Collection and principle representative to congressional committees for technical issues.

After the Navy, McInnis worked 15 years for the Lockheed Martin Corporation running several defense programs and retired as the operations director of the national Cyber Security Innovation Center and the Director of Shaping Research in 2012. He worked as a business consultant in Africa and the Middle East before moving to California to support the Space and Missiles Systems Center in 2017. He recently finished his position as the Program Manager for the highly successful AEHF Program (launching SV-4, 5 and 6) and is transitioning to be the Chief of the Test and Evaluation Branch for the Space Production Corps' \$16 billion portfolio of space vehicles.

McInnis's success came as no surprise for his classmate Gary Dustin. A retired Merchant Marine who met McInnis in engineering class when they were freshmen, Dustin attributes McInnis's accomplishments to his eagerness to accept new challenges. “Without something to challenge him, he'd be bored,” Dustin said. “He was also influenced by his parents, as educators. He was like a teacher in our class. He helped everybody, and not just me. He had a very inquisitive mind, always interested in what you had to say. He really listened.”

Dustin claims comfort from knowing McInnis plays a key role in national security. “It's easier to sleep at night knowing people like Marcus are protecting us.” ■



Hot Flight in Cold Sky

Ever since Brigadier General Chuck Yeager was profiled in *The Right Stuff*, test pilots have been held in awe and frequently asked to share war stories. Marcus McInnis is no exception. Here he relates an attempt to attend an MMA class reunion in the 1980s:

While serving in the Air Force, a classmate and I were always looking for extra flight time. We got permission to do a cross-country flight over the weekend, checked out a jet, and found ourselves headed to Maine [from Maryland's Naval Air Station Patuxent River] at 40,000 feet. As things sometimes go in military jets, they went from good to bad to worse. We found ourselves in an imbedded thunderstorm, in icing conditions without power or most of our instruments.

Telling right-side up became difficult, and keeping it [upright] was a challenge. The ride was brutal. Thunderstorms are not pleasant places. We couldn't see out, as the cockpit was totally frozen over. We lost communications, then more electrical systems, then the right engine (luckily, we had a left), and began coming downhill as the wings loaded with ice.

We anticipated that if we could keep it flying somewhat it would thaw out as we got lower. We would get better control, the antennas to the radio would start working so we could declare an emergency, and we would be able to find a place to land, as long as the big sky theory worked. The trick, of course, is that all [of this] had to happen before the ground reached up and smacked us.

Obviously, things did work out. We (very skillfully) found ourselves on descent to an airfield in Plattsburgh, New York, after an incredible and very busy 30-minute flight back to the Earth that seemed to be only an instant. And the very skillful part has become more skillful in the retelling over the years. We unfortunately never made it to the reunion. But as luck would have it, it took a few days to fix the jet, and Plattsburgh turned out to be quite the college town!

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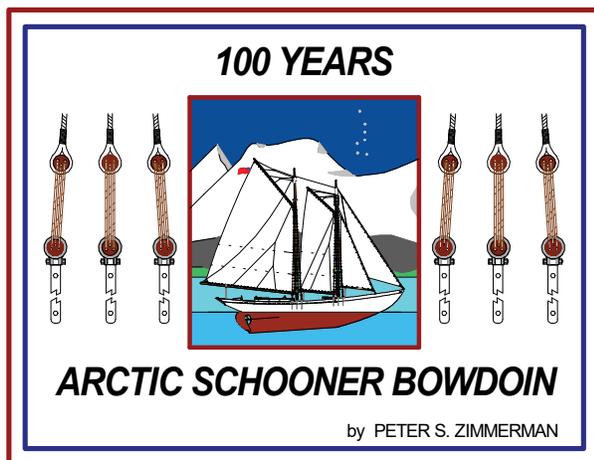
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Alumni News



Alumni & USNS Savannah

“IN 1955, President Dwight D. Eisenhower proposed the United States build the world’s first nuclear-powered cargo/passenger ship to demonstrate the peaceful use of the atom.”

These are the opening words of an article written by Robert Moody, '68 in the Fall 2012 *Mariner*. Moody sailed aboard USNS *Savannah* in 1969 as a reactor operator/health physics and water chemistry technician.

Launched in 1959, *Savannah* was removed from service in 1970, but Moody maintained a sincere and lifelong passion for the vessel.

In 2009, NS Savannah Association, Inc. (NSSA) was formed as a non-profit organization to educate the public of the vessel’s historical significance, offer it as a floating museum, and secure permanent berth for the ship. As a past Director and President, Moody volunteered many hours of service to the NSSA mission.

Following his stint aboard *Savannah*, Moody spent the next 42 years in the nuclear industry, retiring from the Nuclear Regulatory

Commission in 2011. As a retirement gift, a friend made him a model of NS *Savannah*, shown above. Moody passed away in 2018. His brother Richard '65 contacted the Alumni Office recently, informing us that his widow Christine wished to donate the model (shown above) to MMA, where it is now on display in the Wyman House, home of the Alumni Association.

Many other MMA alumni sailed aboard *Savannah*: Cecil Benson '46, Robert Bickford '65, William Crawford '56, Doug Glenn '64, Lawrence Gribbin '56, Lawrence Grimard '66, Thomas Hyde '59, Richard Keimig '62, John Mathieson '67, Francis “Bucky” Owens '66, Herbert Phelps '57, Dave Pope '67, Warren Richter '66, Robert Robins '60, and Charlie Weeks '64 (*Mariner*, Fall 2012).

The ship is berthed at Pier 13, Canton Marine Terminal, Baltimore, Maryland.

If you have a NS Savannah experience, please share it with alumni@mma.edu. ■

—By JEFF WRIGHT, DIRECTOR OF ALUMNI RELATIONS

SAVE THE DATE

Class of 1958 Reunion
June 21 - 23 | MMA campus

Maine Golf Classic
June 28 | Brunswick, ME

Class of 1970 Reunion
July 8 - 10 | MMA campus

Class of 1965 Reunion
July 19 - 21 | MMA campus

**Maine Boatbuilder’s Show,
Casco Bay Chapter Flea
Market**
July 23 - 25 | Portland,
Maine

Class of 1956 Reunion
August 9 - 11 | MMA campus

Class of 1966 Reunion
August 2 - 4 | MMA campus

Homecoming
September 10 - 11 | MMA
campus

Night by the Bay
November 13 | Portland,
Maine

ADVANCEMENT

YACHT DONATION

MMA'S YACHT DONATION Program has been supporting Waterfront activities for nearly 50 years. In 2018, Joe Lobley stepped in as program steward after Jeff Loustaunau's retirement. Loustaunau and Marine Surveyor, Norm LeBlanc, defined the yacht donation standard that separates MMA from many other yacht donation programs. Lobley continues to build upon their legacy by shifting the program's focus towards higher valued boats. His ability to build strong business relations with yacht brokers is essential for the program's success. These brokers work with yacht owners and offer the donation option as an alternative to selling their yachts.

Upon acceptance into the program, a yacht is available for charter, and after three years at MMA, for sale. Net proceeds from each charter and sale support the Waterfront and projects like the Bowdoin Future Fund. Also very important to the success of the program, is the support provided by MMA's Advancement and Finance Departments. Currently, the Academy has power and sail boats on charter from Maine to the Florida Keys, the Bahamas, Turks and Caicos Islands, and the Great Lakes. Our charterers include MMA alumni and people from a variety of professions. In fact, one of the boats is being used as a dive boat and floating laboratory by a non-profit shark research group working in the Bahamas. To see the Academy's current charter inventory, please visit: <https://mainemaritime.edu/giving/yacht-donation-program/>. ■

STUDENT SERVICES

SHARED EXPERIENCE



WOMEN'S HISTORY MONTH is dedicated to commemorating and celebrating the vital role women have played throughout history. It is an opportunity to honor women in our community. In past years Deidra Davis, Dean of Student Services, has hosted an on-campus panel of Women of Distinc-

“Every cent will be funneled back into the program and used to ensure that we provide our kids with the greatest experience possible.”

”

tion, where MMA alumnae return to campus and share their experiences, provide insight on career options, and inspire our current and future students. This year the Women of Distinction event was held via Zoom, with participants attending breakout sessions with panelists, allowing for additional conversation and networking.

Panelists were Kelsi Eiane '10, MSE; Katie Pushard '11, IBL; Katie Hutchinson Pullman '11, IBL; Angela Fouquette '14 MSE; Rebekah Campbell '15, IBL; Jillian Perron '15, MB; Elizabeth Trenchman '15, MB; Coronado Hickman '16, MTO; Gillian Milstein '16, MB; Victoria Cooper Haslam '17, IBL; Lauren McKenna '17, MB/SVO; Maggie McConkey '18, PET; Shelby O'Neil '18, VOT; Cristin Wright '18, MS/SVO; and Sierra James '19, MB. ■

ADVANCEMENT

WOMEN'S BASKETBALL ALUMNAE REACH 100% GIVING

OVER THE PAST FIVE YEARS, MMA has been focused on creating a culture of giving, including an annual on-campus Giving Day. This year, the Athletic Department ramped it up by turning the entire month of December into its “Season of Giving.” WBB Participation numbers have seen continued growth, and this year, 100% of Women's Basketball alumnae gave to MMA, with the proceeds impacting their former program.

“We are thrilled with the support we continue to receive from our alumni,” said Head Women's Basketball Coach Craig Dagan. “These contributions are more important than ever due to the financial constraints we have faced due to COVID-19. Every cent will be funneled back into the program and used to ensure that we provide our kids with the greatest experience possible.”

Alyssa Fortin '07 summarized this effort by saying, “I am so proud to be able to give the current student-athletes the chance to make the same friendships and memories I have from my time at Maine Maritime.”

More than 60 Women's Basketball alumnae gave back to the program— an impressive feat and one that we hope inspires other teams and classes to aspire to 100% participation as well. ■



TSSOM

TRAINING SHIP HAS NEW MASTER

THE COLLEGE HAS HIRED ALUMNUS Captain Gordon 'Mac' MacArthur '00 to serve as Master aboard TS *State of Maine*.

With more than 30 years of experience in the maritime field, MacArthur served most recently as a Senior Dynamic Positioning Officer for Diamond Offshore Drilling. In that role, he monitored environmental conditions, assisted in incident investigation and analysis, maintained and tested equipment, and managed personnel aboard offshore drilling vessels. Prior to joining Diamond, MacArthur served as Chief Mate and Master with Seadrill. In addition to traditional shipboard duties at Seadrill, MacArthur managed a multinational crew through the two-year construction and commissioning project of a new vessel.

MacArthur began his career as a student at MMA in the late eighties and sailed aboard previous *State of Maine* (USNS *Upshur*) for the 1989 training cruise. He left his studies in 1990 to serve 8 years in the US Coast Guard before returning in 1998 to resume his education. Following his graduation in 2000 with a BS in Marine Transportation Operations, MacArthur continued his service in the US Coast Guard Reserve.

Over the years, MacArthur has kept close ties with the college, participating in the 2017 leadership conference and visiting classes as a volunteer guest lecturer. Now a resident of Castine, he is also involved in the local community, serving as a member of the Castine Utility Board and on the Wilson Museum Building and Grounds Committee.

With his perspective as an alumnus, maritime professional, and local community member, MacArthur has a unique understanding of the role he is taking on. As Master, he will be responsible for the overall operation and safety of the ship, crew, students, and staff. In addition, he will oversee the outcomes, assessment, and continuous improvement of all training programs that utilize the vessel.

"I'm extremely excited about returning to the Academy in this capacity," said MacArthur. "I'm very much looking forward to working with students on the ship and being able to play a part in their future successes."

MacArthur joins MMA during a particularly busy planning season, as the school prepares for two cruise rotations aboard *State of Maine* this summer. The upcoming schedule is designed to make up for sea-time that was lost last year due to COVID-19 restrictions. The first cruise is set to begin in April, following strict testing and quarantine protocols, and the second will begin in July. ■

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ALUMNI PROFILE

VICTORY CHIMES



Adam Tart, Director, Plant Operations, Community Medical Center (center) and members of the Plant Operations Team presented the Intensive Care Unit with a ship bell. Photo courtesy of Community Medical Center, an RWJBarnabas Health facility.

ADAM TART '05 COMBINED his engineering skills and maritime experiences during the pandemic as Director of Plant Operations for the Community Medical Center in Tom's River, New Jersey. Following is an article that appeared in medical center's blog.

During the pandemic several projects—from changing the way air circulates through ICU rooms to making it possible to move and connect medical equipment outside of patient rooms for easier access—were vital to providing the best possible care to COVID-19 patients as safely as possible. “And they all happened in a matter of days,” says Theresa Ferretti, MSN, RN, Director, ICU. “We're so blessed!”

“They had quite a battle in the ICU,” says Adam Tart. “Through their dedication and hard work, they've saved a lot of lives. We're happy to be able to contribute to that.”

One day, staff announcements included mention of a new tradition: ringing a small bell each time a patient comes off a ventilator or is discharged from the ICU. “I thought about that,” says Tart, “and wanted to step it up a bit to show our support for the ICU team.”

Tart, a former Navy and Merchant Marine officer, ordered a 12-pound brass bell from a company in North Carolina. “I wanted something that the whole unit can hear,” says Tart.

In a letter to the ICU staff, he wrote: “You have shown great commitment to this hospital, our patients and humanity, with an unending dedication to your craft, no matter the obstacles. May the pure sound that rings from this bell for each victory warm the hearts of everyone who hears it, and bring a smile so big no mask can hide it.”

“I wanted them to understand how we feel about them, what an awesome job they're doing and how honored we are to help them out,” says Tart. ■

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Class Notes

1945



Elmer Perkins is proudly sporting his MMA swag as he celebrated his 95th birthday on January 15, 2021. Daughter-in-law Tina reports, "He is healthy, just slowing down, as we all would at that age. We love to hear him talk all about his time there at the Academy." Among other things, Alumni Relations sent Elmer a 1945 Trick's End yearbook. He lives in St. Petersburg, Florida.

1953

D. Bradford Sleeper checked in to say, "I am enjoying my retirement years at 88 years old. I have a very comfortable retirement income because of my education at MMA and good jobs with good retirement savings and investments."

1953

Chester Tweedie is, "still around, usually splitting my time 50/50 between Bucksport and Palm Harbor, Florida, but this past year due to the virus and my wife's health, I only spent two months in Florida and the rest in Bucksport. My wife passed away on December 30, 2020."

1956

The MMA community mourns the loss of Capt. Paul Jacobs

'58 (see Eight Bells, pg. 43). William Mahoney of Southwest Harbor, Maine, states, "I speak as the Class Agent of the class of 1956: We were in the Senior Class when Commander Paul Jacobs entered our MMA Regimental environment and can recall his presence as a fellow Midshipman. We want to express our sincere regrets at the departure of this great leader who, under the most difficult circumstances as Captain of the USS *Kirk*, rescued many Vietnamese friends, families, and allies in the final days of the war against a Communist regime. Paul exercised command decision in exposing his ship to unexpected hazards that could have received severe criticism from his superiors. I encourage all MMA Alumni and Regimental students to see the film *The Lucky Few*, showing these extraordinary events and share our pride in this event that brings considerable positive attention on our MMA."

1959

Edward Cormier has recommended reading: *My Life at Kings Point - The Longest Days and The Shortest Years* by Gustave Jockers... "great description of sailor factory life in the 1950s and beyond."

1959

John Hamlet wants to let his classmates know he "had a great time at our 60th reunion. Miss the old place."

1962

Daniel Schroppe retired from SeaLand Services in 2002 as port engineer. He and Martha live in Lulu, Florida.

1964

Northern Lights Eastern Maine Medical Center Facebook post: "Acta Non Verba! That is Latin for "Actions, not words."

Whenever we have a volunteer need, no matter the task, we can always count on our February Volunteer of the Month, Larry Wade.

A retired sea captain and a Commodore of the Merchant Marines, he is a true example of someone who lives through their actions, not words. With more than a decade of service and 1,000 hours logged with our Volunteer Services department, Larry has dedicated his time through a variety of roles at the Medical Center... Above and beyond his years of service, Larry has earned our February Volunteer of the Month recognition for being our lead volunteer at all of our community COVID-19 vaccination clinics to date! He has not only helped lead, direct, and supervise our volunteers to ensure top notch efficiency, he has also recruited additional support to grow our volunteer team."

1965

William Fenton retired from shipping in 1998. He and wife Donna have been married for 54 years, have three children and nine grandchildren, ages 12 to 29. "We are busy following them and their athletic teams."

1970

Raymond Pickering is retired and lives in Clinton, Maine.

1970

Richard Roscoe worked for Mobil Oil Corporation and the Panama Canal Commission,

He retired as Port Engineer in 1999. He married wife Sandra Jill in May 1970, has two grown children, Dr. Jill Delker, MD, and Mark, a construction engineer. Richard and Sandra live in Gainesville, Florida.

1971

William Moss retired after 28 years working for Naval Ship Systems Engineering Station in Philadelphia. He now is a volunteer docent in the port Captain's Cabin of the battleship USS *New Jersey* (BB-62) Museum and Memorial. He invites all to stop by if in the Philly area.

1971

Dave Sulin reports that "Our Class (Agents) are doing a great job getting the word out. Curt Nehring and I had our annual fall get-together lunch along with a mutual old Mass. Maritime friend and shipmate in Portsmouth, New Hampshire. We followed COVID-19 rules in effect."

1971

After shipping the seas to Africa as an engineer opened his eyes and heart to a different way of life, Richard Parsons entered a Benedictine Monastery and pursued the religious life as Brother James. Later, he worked for Union Camp/International Paper for 34 years and presently enjoys retirement, his grandchildren and his writing in Gobles, Michigan. Under the pen name James Benedict, he released a book titled *Choices through the SEA of Life*, an autobiography that focuses on his journey through life and sharing valuable lessons.

CLASS NOTES

1971

Douglas Schweers spent last winter skiing out west in Driggs, Idaho, at Grand Targhee Resort with wife Judy and MMA classmate Dana Grant. Maynard Russell '71 missed out on the annual skiing adventure while recovering from a skiing injury with his grandchildren. They plan to get the OLD Sugarloaf crowd back out west next year.

1973

William Worth is "happily retired, living as far from salt water as I could find in the United States, halfway between the Pacific Ocean and the Gulf of Mexico, on an airpark 10 miles from the Mexican Border. Nowadays, I fly my airplane, helicopter, and hot air balloon for fun."

1974

Peter Sederquist has made residence in Alton, New Hampshire.

1974

John Webster is gold mining in Costa Rica. As reported via email: "I'm in Chino, CA this week, dismantling a 1500 x 1500mm filter press for the (gold) mine in Costa Rica. Hopefully we can stuff it in two 45' shipping containers. We have 1,000 acres at the mine. We're just starting a two-year, \$10 million expansion. One of my companies has the supervision contract for the construction. The expansion is self-funded, meaning we have no debt."

1975

Mark Marcellus is retired and lives in Bluffton, South Carolina.

1976



Capt. Deborah Doane Dempsey '76, along with Lindsay Smith '00, Danielle Randolph '05, and Crystal Parker Maass '06 were featured in the 2019 special women's highlights issue of *Proceedings*, the US Coast Guard journal for safety and security at sea. Themed "Pioneers & Prodigies," it features the contributions of women in the US maritime industry.

1980

James Kahler is Ship Berthing Specialist for the Maritime Administration. He and Jaqueline live in Harper's Ferry, West Virginia.

1980

Raymond Minchak: "I hope all my class of '80 is well and we get to see each other sometime in 2020 to celebrate 40 years!"

1981



We received an update on the Geissler brothers: After 38 years of taking oil tankers around the world (Getty Oil, Crest Tankers, ARCO Marine, and ConocoPhillips/Polar Tankers), Raymond Geissler rang up FWE and retired. "Wonderful career and enjoyed it immensely, well most of it. Currently enjoying life splitting my time between Little Sebago

Lake, Maine, and Wellington, Florida, with my wife Nina." Still staying in touch with many MMA alumni in the areas. Our mom Shirley passed away in July 2020, who was married to our Dad, Edward J. Geissler, who was a longtime professor at MMA from 1969-1986. (Photo, L-R) Ray, father Edward, Greg, and Peter shortly after the boys received their Coast Guard licenses Summer 1983

1982

Ken Belcher is the President and CEO for Northern Maine Independent System Administrator (NMISA), a non-profit entity responsible for the administration of the northern Maine transmission system and electric power markets in Aroostook and Washington counties, with a load of approximately 130 MW. He lives in Winterport, Maine.

1983

For the last 25 years, Gregory Geissler has been working in the offshore industry on various FPSO vessels in the North Sea and West Africa. Still resides in the north of England for the past 35 years with his wife Sylvia.

1983

Peter Geissler writes: "After three years on merchant vessels, I turned to shore side power plant management and engineering. Currently VP of O&M for Jera Americas, supporting their fleet of 2,900 MW of gas-fired power plants and splitting my time between Austin, Texas and Brownfield, Maine. Very active in the grandparent business with my wife Kathleen and participating in the *El Faro* Salute memorial initiative."

1984



Stacy Fitts (left) and Michael Cianchette joined a hearty holiday email exchange among classmates. Stacey's message: "Santa says Merry Christmas to you all. The years have added a bit of silver to the beard, it seems...I wish you all well and look forward to the next time we are able to be together again. All my best for a better 2021 for all!!"

The classmates' extensive thread covered everything from a Hallmark moment to the B-52's. Great stuff, '84!!

1984



Capt. Skip Strong added, "Merry Christmas boys and girls! I'm masked up and socially distant, but look forward to our next reunion. Stay healthy and safe."

1984



Dave Hopkins hopes all are off to a Happy New Year in Castine and sent us this photo. Capt. Ben Gonya '85E (left) and Capt. Dave Hopkins '84E (right), are having coffee together aboard a FedEx 777F over Shemya Island in the North Pacific Ocean, January 16, 2021. Dave

notes, "Ben and I have both been flying for FedEx for 25 years and this is the first time we were able to work together in the same cockpit."

1987



After graduating in 1987, Kurt Breitfeller went to work with Maersk as an able seaman, worked his way up and in 2001, received his first command as master of a 950' container-ship, the MV *John UD Page*. He remained on the *Page* as Master until she was scrapped in 2015. In late 2017, he joined the Crowley team building the 2 Commitment Class vessels, *El Coqui* and *Taino*. He and his wife make their home in Clermont, Florida. (Photo) MMA well represented aboard Crowley's new CONRO Commitment Class vessel the MV *EL Coqui*. Left to right: Deck Cadet Justin Jordan '21, Chief Engineer Jim Brown '83 (seated), Capt. Kurt J. Breitfeller '87

1987

Peter Lavelle wrote to us: "Your recent article on the *Comfort* was excellent!" "I sailed aboard a San Clemente class tanker (Texaco) August, 1978 from Anacortes, Washington to the Persian Gulf for two R/t voyages. The vessel I sailed was the SS *Beaver State*, and it's sister ship SS *Rose City*. These vessels were built at NASSCO (San Diego) under the Maritime Act 1970 (Nixon Admin.) with Title 11 ship financing at only 10% down. The owner was Schnitzer Steel (Portland, Oregon), a large, west coast scrap metal recycler. It was a great moneymaking enterprise for Schnitzer Steel. Low

cost financing, and they sold the ships back to the U.S. to convert to the hospital ships *Mercy* and *Comfort*. Not sure if the MMSI # is the same from tanker to hospital ship. It was a great adventure for this, then, young man."

1987

Michael Nagem is the President of Anchor Consulting, LLC, for new vessel construction, conversion, overhaul and repair, systems testing, sea-trials, and regulatory compliance. He lives in Sturgeon Bay, Wisconsin.

1988

Tarquennis Payne is retired from the US Army and lives in San Antonio, Texas.

1988

Eric Smith is President and CEO of Plimsoll Maritime Partners, which began in 2020 "with the vision to be a creator of job opportunities and career paths for the US Maritime Industry. PMP is dedicated to this vision via our focused mission to provide strategic planning, organizational restructuring, operation performance, business development initiatives, and government affairs guidance. Eric and Pam are now empty nesters as Alexis, Madison and Peyton are out of college and pursuing their careers and Jensen is in college at UNF.

1989

David Thoenen is sailing as Master for A2B-Online aboard the A2B *Comfort*, making runs between Rotterdam and the UK. David has been living in the Netherlands since 1992 and has a grown son, Jonathan.

1992

R. Russell Smith of Arlington, Virginia has been nominated for US Navy Rear Admiral (lower half), a "one star" (O7). The nomination must be confirmed by the US Senate.

1992

Nathan Gandy and wife Tracy have been working to bring back to life an old farm in Brooksville, Maine, the *About Thyme Farm*, with the goal of incorporating programs for veterans to assist them in the transition from military service to the civilian sector. This endeavor has reached the point that demands more of his focus and attention, which has led Nate to the decision to step away from his role at MMA.

1993

Robert Burger is a partner at the law firm of Thompson Hine LLP in the firm's Admiralty & Maritime practice group. He is a US Coast Guard licensed deck officer and focuses his practice on a wide range of maritime matters including both litigation and transactions. He is also general counsel for the Lake Carriers Association, President of the Great Lakes Single Handed Society, an organization established for the perpetuation of the sport of solo sailing, and past President and Treasurer of the Propeller Club Port of Cleveland.

1993



Steve Pellegrino, St. Lawrence Seaway Pilot, and Mike Tolley, Columbia River Bar Pilot, were joined by Chuck Zenter '96, Key West Bar Pilot, in Augusta in February for an afternoon of fellowship and reminiscing.

1993

Brian Kirk retired from the US Navy in 2013. He continues to work with the maritime industry as the Oil Spill Prevention Manager for the Washington State Department of Ecology.

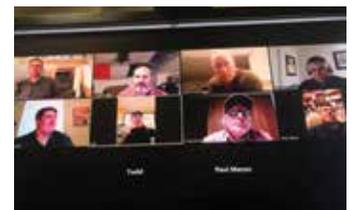
1994

Capt. Steven Tukey is the President of B & L Marine, LLC, a marine service company he started in southern Maine. His company does dock installation/removal, diving services, boating consultations/instruction, marine personnel services, and whatever else customers may need. He also works as an independent contractor captain for Paradigm Marine in Kodiak, Alaska. Steven and his family live in Gorham, Maine.

1995

Seamus Haley recently moved to Noble Drilling as a Chief Engineer in Guyana. Seamus and family live in Gray, Maine.

1995



Jeff Ivory and Brian Coxson, Class Agents, hosted a Holiday Happy Hour in December. A small but mighty presence included (upper left) Chuck Schaff, Jeff Ivory, Marcel Muise, Matt Gammon, (row 2, left) Garth Pulkkinen, Todd Crane, Paul Manzo, and Brian Coxson.

1996

Capt. Gregory Baker recently assumed command of the USS *America* (LHA 6) during Change of Command ceremony on March 12. Baker enlisted in the Navy in 1983 and received his commission through the Enlisted Commissioning Program, graduating from MMA with a

CLASS NOTES

bachelor's degree in Ocean Studies. He received his master's degree in Strategic Studies from the Naval War College in 2007. A surface warfare officer, he served aboard USS *Anchorage* (LSD 36), USS *Enterprise* (CVN 65), USS *Harpers Ferry* (LSD 49), as the executive officer aboard USS *San Antonio* (LPD 17), and as the commanding officer of USS *Arlington* (LPD 24) and USS *Wasp* (LHD 1).

2000

Eric Otenti is a consultant engineer at FM Global and lives in Shrewsbury, Massachusetts.

2000



After 20 dedicated years with GE, Ken Buttery is now Chief Revenue Officer at ProcessBarron, a company specializing in the design, manufacturing, installation, maintenance, repair of air, gas and material handling equipment. Ken was quoted extensively in a February 2021 article about ProcessBarron in *BOSS Magazine* (thebossmagazine.com). In March 2021, Forbes Business Development Council recently recognized Ken as an outstanding leader and a new member to the Council. This is an invitation-only organization for senior sales and business development executives.

2000

Megan Swaney is a Cargo Safety Advisor for Blue Water Marine and lives in Port Angeles, Washington with daughter Rachel.

2002

John Gasper of Bolton, Connecticut married Lydia Johnson on September 26, 2020. John owns and operates Gasper's Automotive Restoration in Manchester, Connecticut. Lydia owns and operates Lydia Johnson Ceramics, Manchester, Connecticut.

2002

Maersk Line, Ltd. has honored Keith Turcotte, Chief Engineer onboard the MAERSK *Durban*, as its 2020 Safety Mariner of the Year. The award is bestowed upon a mariner in the fleet that distinguishes themselves by exceeding the already high-level of safety practices employed by MLL officers and crew. The honor is even more impressive given the additional challenges thrust upon mariners during the pandemic, especially those affecting crews aboard shuttle service vessels.

Besides going above-and-beyond to establish a safe working environment, Chief Turcotte was lauded as a consummate professional and credited as a stabilizing force onboard ship during the darkest days of the pandemic. M.E.B.A. Atlantic Coast Vice President Jason Callahan enthusiastically endorsed the selection and pointed out Chief Turcotte's expertise and professionalism. He noted, "Keith demonstrated an outstanding ability to keep morale up even when ship voyages and mariner job assignments were prolonged due to COVID-19." Turcotte has been part of the M.E.B.A. since 2002 following his graduation from MMA. He has spent the last six years with MLL.

Maersk Line, Ltd. Labor Relations Vice President Ed Hanley said Chief Turcotte is "very well deserving of the award and his great contributions to safety, engineering and leadership onboard is what really counts." Congratulations Keith!

2005



Colleen Peters graduated from the University of Rhode Island with a Master of Oceanography, Master of Business Administration, and a certificate in Geographic Information Systems and Remote Sensing. While attending URI, Colleen worked at the Inner Space Center, located on the Graduate School of Oceanography campus, which provides live streaming for ocean exploration vessels. A new job was recently created for her at the same facility. She is now the Operations Manager at the ISC, where she helps manage the facility as well as projects to support telepresence-enabled offshore expeditions. Colleen also sails as a seafloor mapping specialist/coordinator to keep her sea legs! She is currently working on the integration of IT and Science equipment on the new OceanX vessel, *OceanExplorer1*, being refit in Schiedam, Netherlands.

2005

Chris Oelschlegel works at Portsmouth Naval Shipyard and wife Amanda works as a supply chain consultant. They live in Kennebunk with their two children, Oliver and Audrey.

2005



James Jeffcoat joined the firm of Whiteford Taylor and Preston in Baltimore. His prac-

tice focuses on civil litigation in federal and state courts, including commercial litigation, insurance coverage and defense, admiralty and maritime disputes, and intellectual property litigation. He has experience with patent infringement actions before the International Trade Commission. Prior to practicing law, James spent five years on US flag merchant ships on coastwise and foreign voyages. He currently holds a 1600 ton Master's License.

2006

Michael Stutevoss is a harbor pilot for the Tampa Bay Pilots Association and lives in Tampa, Florida.

2006

Dave Cebulski received his MS degree in Maritime Management and is a Marine Transportation Specialist in the Training and Assessment Division at the USCG National Maritime Center in Martinsburg, WV. He served four years, two months active duty in the US Navy before fulfilling a career as a licensed Merchant Mariner in various shipboard positions including Master. His most recent occupation prior to joining the NMC was Assistant Professor in the Marine Transportation Department at SUNY Maritime College where he received his undergraduate degree. He and wife Susan have two adult daughters and live in in Shepherdstown, WV.

2007

Nathan Olehowski is working at General Dynamics/Bath Iron Works and lives in Bath, Maine.

2008



Brandon Goodrich is a Financial

Advisor for Prudential Financial in So. Portland, Maine and lives in Saco.

2008



Matthew Patnaude is currently working as Master of towing and federal pilot in Boston Harbor in association with Boston Towing, where he started on a harbor tug on his first co-op in 2005. He reports, "We have several MMA alumni working at Boston Towing as well, the best represented maritime academy." Matt's home is in Beverly, Massachusetts, where he lives with his wife and three children.

2008

MacKenzie (Poirier) Langley says, "It never ceases to amaze me how being an MMA alum opens doors of possibility.

I've recently been promoted to the Director of Business Development and Sales for New England at iES MACH.

The road I took to get here went from co-oping at power plants for GE to turbine design, manufacturing and field services for Siemens to commercial and industrial HVAC and power generation at Trane and now energy demand, management software and indoor air quality monitoring at iES MACH.

I feel I can accomplish anything with the competencies fostered by MMA. I'm making a difference in this chaotic pandemic world by helping business owners and property management companies combine energy efficiency and safe indoor air quality so we can all work towards a new "normal."

2008



Matthew Stephens and Lori (Berggren) Stephens '10 check in to share, "After the last nine years of both working shore-side in Houston, we are going out to sea as a family. Matt re-activated his 2nd Mates license out of continuity and will be using it to serve onboard the *M/V Logos Hope*, which is a non-profit Christian vessel that visits ports around the world. We will be onboard for the next 18 months."

2011

Jason Endsley is an electric field operations supervisor at Eversource Energy in New Hampshire, and reports, "There are a lot of MMA alumni in supervisory positions." Jason has been with Eversource since 2017, after four years with Seadrill.

2014



Ryan Armstrong is currently serving on active duty orders for the US Navy Reserve as the Strategic Sealift Officer at MMA's NROTC unit. He is a 2 A/E with Crowley, has worked on five different ships, and through six ship yards. Between shipping, training courses, and Navy Reserve duty, he travels across the country regularly. Ashore, Ryan is working on his real estate goals and says, "Why climb the ladder when you can own it?"

2014

Benjamin King is a mate with Stasinis Marine and lives in Medford, Maine.

2014

Scott Murray and wife Christine welcomed baby boy, Sawyer Lincoln Murray, into the world on February 18, 2020. They are currently residing in Chardon, Ohio, where Scott is a Pilot/Mate with Inland Lakes Management on the Great Lakes and Christine is a nurse at University Hospitals.

2015

Patrick Graham received his Bachelor's in Marine Science from MMA in 2016 and his Master's in Systems Engineering from Penn State in 2020. He is a Radar System Engineer with Lockheed Martin and lives in Bath, Maine.

2016

Anthony Scenna is working for Vicinity Energy as plant operator. He, wife Amanda, and Aiden, born on October 30, 2020, live in Exeter, New Hampshire.

2020

Sydney Adams is a graduate student at University of New Hampshire.

2020

Caiden Shea, who, as a student, introduced MMA to drone video, is a Power Plant Operator at Lake Road Generating Facility in Killingly, Connecticut. Lake Road is a three-unit, 1-on-1 combined cycle power plant providing power to Connecticut and Rhode Island within the ISO-NE grid.

2020

Shortly after graduation, Kaitlyn Shute moved to Reston, Virginia, and will finish her Master's degree in International Logistics Management in August 2021. She is pursuing her "dream of becoming a Foreign

Service Officer for the United States Department of State.

"A basic day on the job for me consists of providing logistical support to move supplies and equipment to overseas posts as well as anything else the day throws at me."

2020



After Mary Shea's first hitch as a third Assistant engineer on the drillship *Discoverer Inspiration*, she was offered a job with Subcom, the company where she cadet shipped. She is on the cable ship *CS Durable* (photo).

Associate Alumnus

John Staples, retired chief of staff of the Academy and former editor of the *Mariner*, is the author of *Seeking Freemasonry: Academia and the Ancient Craft*, describing the growing number of university-affiliated Masonic groups in the US and UK. Staples has been honored for his work as a writer and editor by Freedoms Foundation at Valley Forge, the Navy League, and the Council for the Advancement and Support of Education. John lives in Leesburg, Florida.

MARINERS: Stay in Touch with Your Classmates

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

Eight Bells

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

ETHEL JULIA BRENNAN, wife of Capt. William F. Brennan, former MMA Commandant, died on July 29, 2020. She was born in Philadelphia and studied nursing at the Misericordia Hospital School of Nursing. She received her RN Certificate and became an Ensign in the US Navy Nurse Corps. She worked at several naval hospitals and advanced in rank. She was a volunteer in her community and in health centers around the country and beyond — Philadelphia, Monterey, Boston, Bermuda Blue Hill, and Castine — communities who benefited from her desire to serve, help those in need, and lead by example.

HAROLD F. BURR '43-2

passed away on December 4, 2020. Born in Old Town, Maine, and raised in Bangor, he was a graduate of MMA and served aboard a Merchant Marine munitions supply ship as part of the WWII North Atlantic Convoy. As a 20-year-old 2nd mate, Burr was charting his ship's navigation to Utah Beach during the D-Day invasion. Afterwards he stayed at sea, attaining licenses in various grades from 3rd mate up, including a Masters Unlimited license in August 1947. He was a veteran of the North Atlantic Merchant Marine Convoy Service. In 1948, he began his career as a financial planner in New York City. He retired in 1994, after a long career in financial services. Burr loved the sea, and for forty years summered on Frenchboro Island, Maine, in a cottage he restored. He formed many friendships with people he met on the island and through work. Burr was known for his positive outlook, his good humor, kindness, and generosity. He was a devoted fan of UCONN and MMA Women's Basketball, the New York Giants, and the Yankees.

LORIMER J. TRAFTON '43-2

passed away peacefully on December 14, 2020 in Readfield, Maine. Upon graduation from Gardiner High School in June 1942, he attended MMA, graduated as Midshipman on October 30, 1943, and

was immediately assigned to the frigate *SS Exiria* to help in the war effort in both the Atlantic and Pacific war zones. He was promoted to Chief Officer aboard the *Stanley R. Fisher* out of Charleston, South Carolina. In May 1946, he was honorably discharged and offered an instructor's position at Maine Maritime, but he decided to return home to West Gardiner. Trafton worked most of his career for several local and national meatpacking companies. He retired in 1988, and took on a new career, turning distressed houses into homes. A very special part of his life was the annual family vacation to Pemaquid. In his leisure time, Trafton was an avid Red Sox and New England Patriots fan. He played semi-pro football for the local Legion Cadets and was a member of the Gardiner Bowling League. Golfing with friends, hunting with his sons and "Uncle Vic," skiing, camping with family and friends, and boating were high on his list of favorite things to do.

CALVIN R. PELLEY '49

passed away on February 16, 2021. Pelley was a 1949 graduate of MMA, and served in the Merchant Marine and the US Navy during the Korean War. Pelley also attended Purdue University, where he majored in Mechanical Engineering Technology. He was commissioned by the National Board of Boiler & Pressure Vessel Inspectors and worked for Factory Mutual Engineering and then Peabody Coal. He retired from Amax Coal Company in 1992 after 20 years. He also worked for Bobby Jones Golf Course in Sarasota, Florida. Pelley was a member of the National Association of Power Engineers and the American Society of Mechanical Engineers. Pelley founded the Power Engineering Certification Program in Indiana, and served as its Executive Administrator for 17 years and as Chairman of the Board of Directors until the time of his death. He was a member of the Masonic Lodge, Spartan Lodge No. 70, F & A, M.

DONALD L. HIGGINS '50

died on January 28, 2021 at his home. He was born in Ellsworth, Maine, attended Ellsworth schools, and graduated from

MMA in 1950. He served in the American Merchant Marine on freight vessels, tankers, and research vessels. Higgins served as LTJG in the US Navy during the Korean War. He served as contract captain for the Maine State Ferry Service, and held the license of Master Mariner unlimited. Higgins was a line surveyor for Bangor Hydro and was co-owner of TopSpot DriveIn. He served on the Ellsworth Planning Board and Zoning Board of Appeals. Higgins was a Cub Scout leader and a Little League coach. He liked mackerel fishing on Union River Bay, walking in the woods with Twinkies in his backpack, and duck hunting from a blind with his son and their dog that retrieved toilers. He is remembered by family and neighbors for climbing a ladder resting against a round tree and being able to walk away each time no matter how hard the ground.

FREDERICK A. GANTER '51

passed away on January 3, 2021 in Hampstead, North Carolina. He grew up in Union, New Jersey. After his graduation from MMA in 1951, he served in the Merchant Marine and the US Navy, and following his discharge began what would be a long career in marine engineering and sales. In 1971, he was hired as manager of the New York office of Norfolk Shipbuilding and Drydock (Norshipco) and eventually became their Vice President of Sales. In his over 20 years with Norshipco, Ganter developed a broad customer network with merchant ship lines and shipyards throughout the world. His success was built on honesty and integrity, but it was his engaging personality and love of people that turned so many business relationships into lasting friendships. He maintained ties with MMA and held memberships in the Society of Naval Architects and Marine Engineers and the Society of Marine Port Engineers. In retirement he remained active in the marine industry, working closely with Lloyd Werft Shipyard in Germany. He had a lifelong passion for golf, and he was a long-time member of Canoe Brook Country Club. While he always enjoyed a little competition, it was the social aspect

of golf that made it such an important part of his life, resulting in many friendships, and endless stories.

CHARLES L. FALES, JR. '54

passed on November 9, 2020. He attended Lawrence High School, where he excelled in varsity sports and was the New England Foul Shooting Champion in his Senior year (1950). At MMA, he played on the "Middies" baseball team and traveled to the southeastern United States and Cuba to play semi-professional baseball. After graduation, he was commissioned as an Officer in the United States Navy. After serving in the Navy, he began his career with Babcock and Wilcox. In the 1970s, he returned to Maine and began his career at Keyes Fibre Company, where he worked until his "first retirement" in 1995. An industrious and diligent worker, Fales returned to work after retirement, supporting the maintenance departments at Colby College and Maine General Medical Center, as a Boiler Operator. He officially retired for the second time in 2012, at the age of 80. Fales supported his community in a variety of ways, serving on the MSAD 49 school board, as a coach for PAL youth baseball, and as a member of the American Legion. In his later years, Fales enjoyed "ramming the roads" with his sweetheart, and taking trips to Hollywood Slots and Foxwoods.

JAMES M. BLENKHORN, JR. '55

passed on November 6, 2020 in Kissimmee, Florida. After graduating with a BS in Engineering, Blenkhorn would spend four years in the US Merchant Marine as a Licensed Marine Engineer, and in 1960 entered the US Navy as an Ensign, serving as a Junior Bridge Officer. Blenkhorn served in active duty for nine years and continued in the US Naval Reserve for another 11 years; he left the Navy Reserve achieving the rank of Captain. Blenkhorn retired from active-duty Navy in 1968 to join the engineering staff at Bath Iron Works (BIW); this relationship came from his prior work at BIW as one of the naval officers who conducted sea trials of destroyers and missile cruisers prior to their commissioning. Blenkhorn would be at BIW until 1978, and then his career in shipbuilding would go on to include senior program management positions at Sun Ship, Equitable Shipyards, and Colonna's Shipyard, among others. He returned to BIW in 1982 as Senior Vice President for

Business Development, where he oversaw all operations of ship construction and conducted negotiations for ship building contracts with the US Navy.

EMERY G. PURSLOW '56

died after a lengthy illness, at his home in Hancock, Maine on June 24, 2020, surrounded by family and friends. He was born in Nimes, France, and came to live in Hancock in 1940. Emery graduated MMA in 1956. Following graduation, he worked as a chief engineer for Cove Shipping. Emery was an avid hiker and loved boating, fishing and hunting.

WALTER L. VARNEY '56

died peacefully on February 27, 2021. Born in Richmond, Maine, Varney graduated from MMA in 1956. He served in the US Navy, stationed in Hawaii. Upon discharge, he worked at Electric Boat and Northeast Utilities, and later really enjoyed transporting school children. He loved going out for lunch with friends, golfing, and reading history, especially about the Civil War, and always enjoyed discussing it. He was an active member of his church who was always ready to help anyone to need. Varney enjoyed his gardening, and mowing his and his neighbor's yards and fields and making "it look like a golf course."

CAPT. PAUL H. JACOBS '58

died on December 8, 2020. Born in Malden, Massachusetts, he graduated from Milbridge (Maine) High School, and then entered MMA to become a marine engineer. After graduation, he was as an ensign in the Naval Reserve aboard the USS *Onslow* (AVP-48), and the destroyer USS *Harry E. Hubbard* (DD-748), becoming the ship's engineer officer, a highly unusual honor for a junior officer. Aspiring to command his own ship, he applied for a regular commission and was accepted into the US Navy. His first sea command was the USS *Meadowlark* (MSC-196). He earned a BS degree at the Naval Postgraduate School in Monterey, California. After graduation, he served as captain of the USS *Esteem*, executive officer of the USS *Floyd B. Parks*, and commanding officer of the USS *Kirk* (DE-1087), which he would use to lead a humanitarian mission in Vietnam (see Shipmate October 2017 article for more details). . During his Navy career, he earned the Bronze Star Medal, four Meritorious Service Medals, the Navy Commendation Medal, and many Vietnam service medals. .

CAPT. GORDON DOUGLAS FERGUSON '62

passed away January 10, 2021. Ferguson was born in Buffalo, New York, and his childhood was spent loving Christmas, becoming the Boston Red Sox's number one fan, and spending summers on Great Diamond Island, his favorite place in the world. He was very proud to have graduated from MMA, where he was photo editor for the school paper. Ferguson was a member of the US Naval Reserves and a Merchant Mariner. His lifetime love of sailing led him to spend 43 years in his shipping career, culminating with him becoming a ship's captain. His work

WALDO P. HARMON

died at his Castine home on November 29, 2020. Harmon graduated from Castine High School in 1959 and joined the US Navy. He trained as a ship's electrician and served at the Navy submarine base in New Groton before joining the crew of the attack aircraft carrier USS *Wasp*, CVS-18. He was intensely patriotic and proud to be a veteran. His Navy training and experience set the stage for what later became his career. He left active duty in the fall of 1963, although he remained in the Navy Reserve. In 1964 he became the ship's electrician on the *State of Maine*. In 1967 he graduated from radio electronics school then sailed on merchant ships until 1973. He worked as an electrician in Portsmouth, New Hampshire doing commercial construction before moving back to Castine in 1976. He served as MMA's ship's electrician for the next three and a half decades. In all, Harmon gave nearly 46 years of service to MMA. He very much enjoyed travelling the world in the Navy and on MMA training cruises; and worked hard to make sure his students received thorough on-the-job training. He was beloved by many generations of MMA alumni who appreciated him for the genius he was. Harmon had many passions; he loved to dance, he loved to party, he loved New York City, New Orleans (especially Mardi Gras), and P'town; he loved everything about Christmas; he loved colorful clothing, decorations and lights, and most of all every kind of music, especially rock n' roll (the older and louder, the better).

EIGHT BELLS

allowed him to travel around the world before he settled down with his wife and son in Portland to guide large ships in and out of Portland Harbor as a pilot. They moved to Tampa, Florida, in 1980 where he was a Tampa Bay pilot for 25 years before his retirement in 2005. He loved baseball, the state of Maine, his island friends, his daughter-in-law Toscha's chocolate chip cookies, lunches at Malio's, photography, his career as a ship captain, and getting a really good deal.

KATHERINE GREENLEAF

passed away on December 3, 2020. Greenleaf served on the MMA Board of Trustees.

RICHARD A. CONDON '64

died on January 30, 2021. Condon amused us all with his unique habit of copying and saving everything. He loved taking pictures and captured many special moments on video. Condon had many hobbies including reading, being an amateur radio operator, baseball, watching movies, listening to music, and building model railroad sets. Next to the love he had for his family and friends, he had two other loves, the first being his 1959 Austin-Healey Sprite Bugeye. This was his first car, and he was proud to be the sole owner. Second, would be his love for his camp at George's Pond. He went to camp often until it became too difficult for him to make the trip.

JOHN B. LYNCH, JR. '64

passed away in June 2018.

FREDERICK B. JENSEN '65

passed away in Portland on January 24, 2021. Jensen grew up in Portland, Maine, and graduated from Deering High School in 1960, where he met his wife, Darleen Donovan. The two were married while Jensen was a student at MMA. He graduated from MMA in 1965 with a degree in Marine Engineering. He served in the Navy Reserves. He worked for American Trade and Production Company on different ships, mostly on the American Trader and the Marilyn Trader. After a few years at sea, he decided he wanted to be closer to home. He worked for Moran on the tugboats in New York. He became a chief engineer on the Moran's tugboats in Portland Harbor after many months of persistence and determination, but felt it

was well worth the effort to be as close to home as Portland Harbor. Later, Jensen and his wife built Ledgeview Estates in Cumberland Foreside, a successful retirement and assisted living facility, which had a major impact on the surrounding area. Jensen always had a love for antique classics and unusual automobiles. Many happy years were spent working on his famous corvette and taking it out for rides in the White Mountains on sunny days, often with the top down.

JOHN J. DESILETS '66

passed suddenly at his home in Ormond Beach on November 9, 2020. He grew up in Keene, New Hampshire, attending St. Joseph Regional School, and was a 1962 graduate of Keene High School. Desilets graduated from MMA in 1966. Following graduation, he sailed in the Merchant Marines for almost three years, enjoying many wonderful times and memories created during this time. He began his work career in 1970 as a nuclear engineer at the Vermont Nuclear Power Station, now Entergy, retiring in 1996. Wanting to continue to help others, he volunteered for ten years with Meals on Wheels before moving to Ormond Beach, Florida.

RICHARD F. SULLIVAN '66

passed away on December 25, 2020 at home. Born in Portland, Maine, he was a graduate of Cheverus High School. After MMA, Sullivan served in the Navy and the Merchant Marines until 1970, shipping with American Export Isbrandtsen Lines, Inc. He also held positions with Bath Iron Works, Texas A & M Maritime Academy, and Maine Yankee Atomic Power Company. He retired in 2003 as an Industrial Marine and Power Engineer for General Electric. He was a Boy Scout Troop leader, a volunteer firefighter and driver for the Oaks Fire Company, and a member of the American Society of Naval Engineers, Inc. He was a member of the Reading Company Technical and Historical Society, where he helped with restoration of vintage railroad cars and locomotives. Sullivan volunteered on the USS *Missouri* restoration in Pearl Harbor. He enjoyed working on model trains and was an avid traveler, enjoying cruises and visiting destinations such as England, Ireland, and Hawaii. His love of computers showed in his design of the website for the Montgomery County Volunteer Fire Police Association and in being their webmaster for a number of years.

JAMES HARTFORD JOHNSON '67

passed away on September 3, 2020. He was born in Panama City, Panama. He graduated from Balboa High School, Panama Canal Zone in 1962. After graduation from MMA, he received a direct commission in the United States Coast Guard. Upon being discharged in 1974, he started his career with Western Oceanic as their safety and compliance manager. He retired in 2013 from the Wood/Pac Group. Johnson was a loving and devoted family man who led by example and took pleasure in those he loved. He had a genuine compassion for all people. He was an avid golfer who enjoyed playing and spending time with his dearest friends until the very end. As the son of the assistant port captain of Panama Canal Zone, he followed in his father's footsteps with a love of the ocean and being on the sea.

JAMES E. HAYDEN, SR. '68

died on December 27, 2020. Hayden graduated from Mexico High School in 1964 and from MMA in 1968 with a degree in Marine Engineering. He was commissioned as an Ensign in the Navy Reserve and held that commission until 1982, promoting regularly to LT-CDR reserve 1105 Line Officer. Hayden held a Coast Guard license in the Merchant Marine for Chief Engineer, Steam, Motor and Gas Turbine, unlimited horsepower. He served as a Merchant Marine for over 50 years, working worldwide with the Atlantic Richfield Company, ARCO Marine, and with numerous American Maritime Officer-, AMO Union-contracted companies, and the occasional tramp or oceanographic research trip. He retired after having the tremendous pleasure of teaching future Chief Engineers at the STAR Center in Dania Beach, Florida. Hayden traveled to all the continents and well over 100 countries in his lifetime. He was very fond of his tribe of rescued cats, for, as he often claimed, "They never killed anything that didn't have it coming."

STEVEN W. EDGEComb, SR. '69

passed away on December 5, 2020. Edgecomb graduated from Hermon High School with the class of 1965. He went on to MMA and graduated class of 1969. Following graduation, he worked as a merchant marine for four years. After shipping, he went to work for General Electric for seven years, before going to work for the pulp and paper industry. He

eventually went to work for SKF Bearing for 30 years until his retirement.

ROBERT J. HILL '69

died peacefully on January 1, 2021. Hill graduated from Mechanic Falls High School in 1965 where he earned varsity letters in basketball and cross country. He graduated sixth in his class at MMA in 1969. After graduation, he started his career working for Mobil Oil Company. He transitioned to Energy Transportation Company where he worked until the late 1990s, becoming chief engineer on the LNG *Leo*. After retiring from the shipping industry, Hill worked for General Electric as a controls engineer on large nuclear power plants. Hill enjoyed using his RV for travel, golfing, photography, and visiting his palm trees in Florida during the winter. In the early '70s, he earned his pilot's license. He was happy doing anything that had to do with aircraft. Hill loved to putter around in his workshop designing and building things when he had down time, including custom wooden toy trucks, a homemade CNC router, high-definition antennae, and his own single engine airplane.

TIMOTHY G. EDWARDS '70

passed away on January 28, 2021. Edwards was a resident of Center Conway, New Hampshire.

MR. THOMAS E. O'BOYLE '78

passed away on January 31, 2021, in the comfort of his Eaton, New Hampshire, home. After graduating from Cheverus High School and MMA, O'Boyle set sail, traveling the world for his job and eventually meeting the love of his life, fellow chief engineer Marilyn Bowen aboard the USNS PFC *Dewayne T. Williams*. When they weren't out to sea, they were nearly inseparable and split their time between New England and Florida, working on several homes together throughout the years. O'Boyle left shipping in 2008, and, after a brief "retirement" spent traveling across Canada and the United States by RV, he went to work ashore for Maersk Lines. The RV life must have stuck with him, though, because after leaving the shipping industry in 2014 they purchased The Beach Camping Area in Conway, New Hampshire, — a pivot that surprised many but suited him perfectly and provided endless opportunities for projects. O'Boyle was a talented mechanic who built and renovated his own homes, and could fix just about anything.

JAMES A. DEERING '92

passed away on January 24, 2020. Deering graduated from Fork Union Military Academy in Fork Union, Virginia, and then attended MMA. Out of college, he worked as a Merchant Marine. From there, he worked at Gulfstream and later returned to his love of tugboats where he retired after twelve years from Moran Savannah as Port Engineer. As a devoted son, husband, father, and uncle, Deering had a very special place in his heart for his family. He enjoyed the freedom of riding his Harley, playing golf, pretending to fish, boating, muscle cars and the company of his two beloved German Shepherds.

GENE D. PERRY '96

passed away unexpectedly at his home on February 8, 2019. Perry graduated from Mexico (Maine) High School in 1960. He received his Bachelor's Degree from the University of Maine at Farmington and went on to teach at Mexico High School for several years. In 1978, Perry began his 32-year career at Bath Iron Works. Upon graduation from the welding apprentice program, he worked in the training department as an apprentice instructor. He later completed the design apprentice program, working as a designer until his retirement. Perry was a proud father and grandfather who enjoyed biking, skiing, camping, hunting, and hiking with his family. He and his dog Brownie made many trips together up Mt. Washington. One of his proudest achievements was completing the Trek Across Maine 6 years in a row while in his 70's while raising funds for the American Lung Association. He was also a passionate New England sports fan.

DMITRY N. SETRAKOV '17

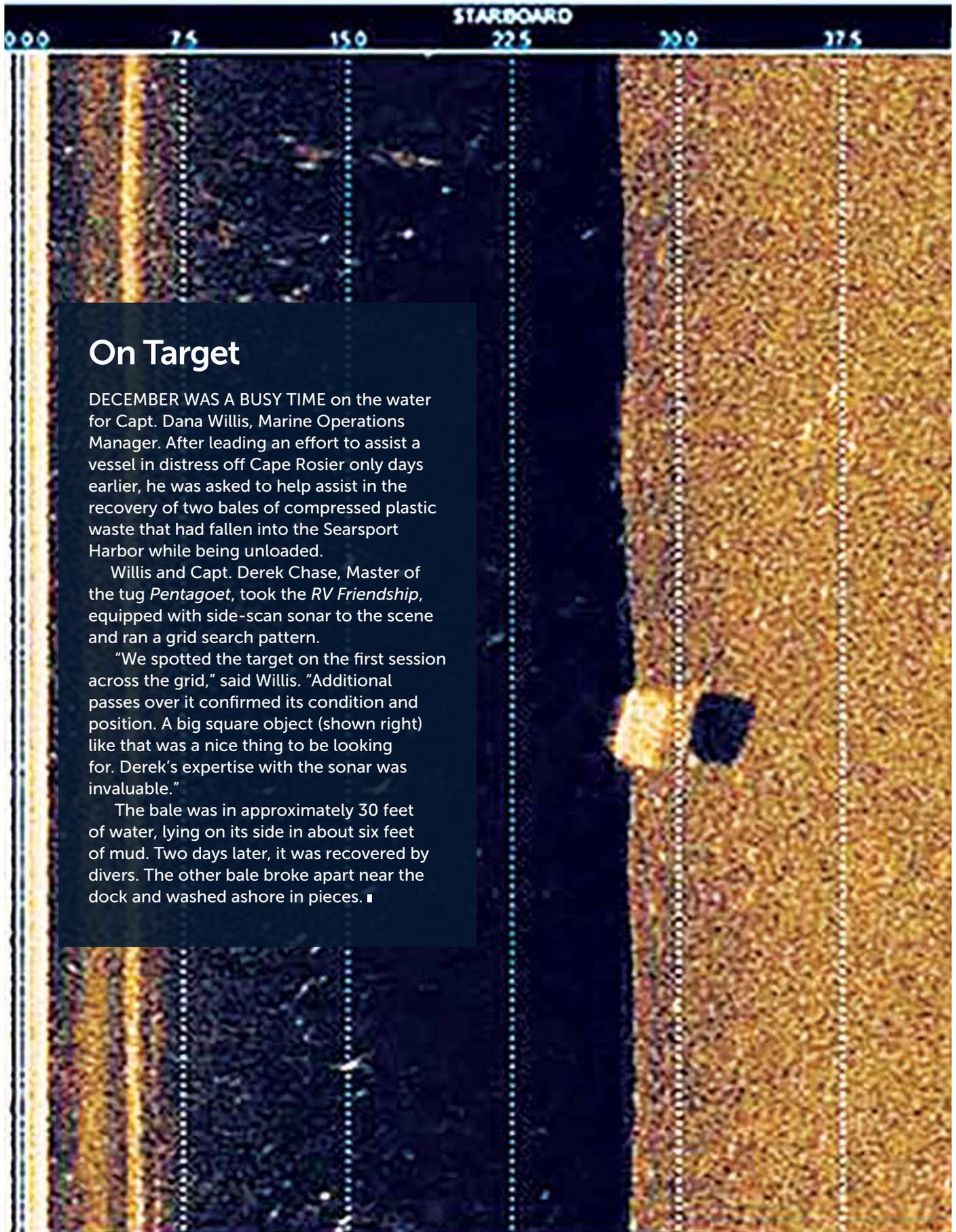
passed away on January 11, 2021 in Portland, Maine. Born in Izhevsk, Russia, Setrakov immigrated to the US in March 2000. Throughout his young life in Maine, Setrakov excelled in his studies while expressing interest in art, airplanes, ships, and nature. Like a true mariner, he fell in love with the sea early on and started his career as a deckhand on large motor yachts. He also spent time working on a fishing vessel in the Bering Sea. MMA provided the opportunity he desired to take his passion and turn it into a promising profession. While at MMA, he was regularly spotted cruising around in his beloved G-Wagon. Setrakov had an amazing sense of adventure and curiosity, which led to

him traveling the globe. He was completely selfless with his friends and would do anything for those he loved.

PHILIP HARMAN

died on February 27, 2020. He graduated from Castine High School in 1955. He began working on the MMA training ship in 1960 as a maintenance crewman with his brothers Richard and Waldo. In 1962 he transferred to Waterfront Operations. He had excellent mechanical and carpentry skills and knew how to work with marine paints, varnishes, and Fiberglass, and was eventually appointed Director of Waterfront Operations. He believed that MMA students could learn a lot about ship handling and seamanship with extensive hands-on experience on smaller boats. He developed the school sailing team, growing it to a fleet of twenty 420s and 16 Lasers, along with Shields and Colgates. Shortly after his retirement, MMA's sailing team won the first national championship in school history. In 2004, he received the ISCA's "Lifetime Service Award," and was inducted into the ICSA Hall of Fame in 2005. His name was added to the permanent Hall of Fame display at the US Naval Academy. In his honor, MMA named one of its intercollegiate sailing events the Philip Harman Cup. He made sure MMA's waterfront was part of the greater maritime community, making him widely known and respected throughout the maritime community. He was friendly and outgoing, but spoke frankly and directly (unless telling some off-color sea story). His direct and honest approach endeared him to generations of MMA alumni and to his waterfront crew. He retired in 2002, having reached the rank of Commander (he liked to call himself "Commander of the Bagaduce Navy"). He said that spending his life teaching "the kids" at MMA kept him young. He appreciated the many times that alumni looked him up to share fond memories of the waterfront.

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



On Target

DECEMBER WAS A BUSY TIME on the water for Capt. Dana Willis, Marine Operations Manager. After leading an effort to assist a vessel in distress off Cape Rosier only days earlier, he was asked to help assist in the recovery of two bales of compressed plastic waste that had fallen into the Searsport Harbor while being unloaded.

Willis and Capt. Derek Chase, Master of the tug *Pentagoet*, took the *RV Friendship*, equipped with side-scan sonar to the scene and ran a grid search pattern.

"We spotted the target on the first session across the grid," said Willis. "Additional passes over it confirmed its condition and position. A big square object (shown right) like that was a nice thing to be looking for. Derek's expertise with the sonar was invaluable."

The bale was in approximately 30 feet of water, lying on its side in about six feet of mud. Two days later, it was recovered by divers. The other bale broke apart near the dock and washed ashore in pieces. ■

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