

The Fort Schuyler Mariner

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

Spring 2012



WHEN YOU WANT THE JOB DONE RIGHT

When the USMMA Needed the Job Done Right, Who Did They Trust to Deliver a Prize Asset? 8 Domers!

Man, Moment, Machine

Man: 8 Domers

Moment: January 2012

Machine: M/V Kings Pointer

Since 1992, the 224-foot, 2,250-ton M/V Kings Pointer (ex-USNS Contender T-AGOS-2) has supplemented the classroom training at the United States Merchant Marine Academy by providing an operational shipboard platform. On January 5, 2012, she departed her old home at Kings Point, for a 12-day trip down to Texas A&M, where she will remain as a Texas Maritime's new training ship.



The M/V KINGS POINTER enroute to its new home port in Texas.

What a better crew for the KINGS POINTER than seven Fort Schuyler graduates under the direction of **Captain Joe Ahlstrom '82!** The Schuyler crew was put together from members of the International Organization of Masters, Mates and Pilots.



(L-R): Front: Capt. Steven Werse '79 VP MM&P; Capt. Peter Johansen '79 COO Fairfield-Maxwell; Zachary LeMite '11 AB,

Rear: Jennifer Phurchpean '05 Chief Mate; James McManus III '05 2nd Mate (son of James McManus, Jr. '70); Timothy Forsyth '82 3rd Mate; Capt. Joseph Ahlstrom '82; Greg Callery '09 AB (son of Martin Callery '78, brother of Tyler Reily '05)



Timothy Forsyth '82, Sandy Hook Pilot Tom Keating '84, Capt. Joe Ahlstrom '82, Capt. Peter Johansen '79

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**The Fort Schuyler Mariner
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Alumni Association, Inc.**

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www.fsmaa.org

The President's Desk



I like to split the year into two segments for alumni association purposes: spring and fall. During the summer there are no Board meetings, as many are off in vacation pursuits, and alumni activity slows down... a good time to catch up on things. This spring was a busy time for the FSMAA. We had a great Awards Dinner in January with fantastic honorees and an overflow enthusiastic crowd in attendance. We are now preparing for the Spring Networking Event at the end of May in NYC and the annual Golf Classic on Long Island on the 11th of June.

The Board has decided to hire Joe Tartaglia's company, High Caliber Solutions, Inc., to develop a new database for the association, provide computer server services and integrate the new database into a redesigned FSMAA website. With the new database and website upgrades, scheduled to be completed by the end of the year, it will be much easier to register for events, view and update your association information and, of course, pay your dues. We will have a modern, sharp, easy-to-navigate website. Be sure to check on the progress and visit us at www.fsmaa.org. For many years, we had been using a not-for-profit software package to manage membership, but the maintenance and upgrade fees became exorbitant. Our new contracts and services will add some expense to our monthly overhead but more importantly will provide us with the tools we need to manage the association more ef-

fectively and help with membership and recruitment.

Once again this year, the FSMMA provided over \$200,000 in Summer Sea Term Scholarships for cadets, this year's total being \$209,000. Thank you to all who responded to our request for donations to keep the total above \$200K. In the last 10 years the association has donated over \$1.6 million to cadets at Maritime, with little to no recognition from the College. This year, the FSMAA was not mentioned by Admiral Carpenter at the recent Admiral's Dinner for our \$209,000 scholarship donation. It makes you ask yourself, "What's an association got to do...?" Since initial conversations with the Admiral after her arrival, there has been no communication between the Board or myself and the college administration. After high hopes for a breakthrough to the impasse between the College and the FSMAA, unfortunately, it's back to status quo.

That's it from the Big Apple. Enjoy your summer. As always, thank you for your support.

Please reach out to me with any question or suggestions.

Fraternally,

John Bradley '83
john.bradley11709@gmail.com
646.957.7100



FSMAA Awards \$209,000 as Summer Sea Term Scholarships

FSMAA generosity continues unabated, as \$209,000 is donated and awarded to 94 scholarship recipients to assist in their financial burden from Summer Sea Term 2012. The cadets thank you!



Teddy from Steward Dept, Zachary LeMite '11, Jennifer Phurchpean '05



Summer Sea Term 2012 Gets Underway

On May 9, 2012, under the direction of **Captain Richard Scott Smith '81**, M/V Empire State VI and about 650 cadets, officers, faculty and staff departed SUNY Maritime pier en route to these exciting locations:

Azores
Iceland
Norfolk
Gibraltar
Liverpool.

The Summer Sea Term will again be divided into two 45-day legs, with some cadets changing out in Norfolk.



Joe Ahlstrom '82 SUNY Maritime Professor & Captain of the KINGS POINTER for her January 2012 transit. Oh, the irony! Photos compliments of Capt. Steve Werse '79

What an appropriate Sandy Hook Pilot to board the vessel and join the Domer crew - Tom Keating '84.

The voyage was an uneventful but enjoyable one ending in her Schuyler crew teaching the Texas A&M crew about the vessel during the passage. Enjoy these photos from the voyage.

MARITIME HISTORY QUIZ #5

Besides sharing the same surname, what do NY Giants quarterback Eli Manning and Commodore Harry Manning '14 have in common?

Answers on page 7



Before getting underway, First Class Cadet and FSMAA SST scholarship recipient Michael Vanadia spends a moment with parents Jane and Mike. Mike (the elder) is the Vice President of the SUNY Maritime College Parents' Association.

International Organization of Masters, Mates & Pilots:

Abbreviated History, Present & Future

By Captain Steven E. Werse – Fort Schuyler '79
And Captain Timothy A. Brown - USMMA '65



The Founding of the Masters, Mates & Pilots

Most historians date the origins of the labor union that would come to be known as the Masters, Mates & Pilots to an incident that took place on June 28, 1880 in New York Harbor when the backdraft from a furnace sent coals flying into the engine room of the *Seawanhaka*, one of the first lightweight commuter steamers. The coals set the engine room afire and caused an explosion. As flames engulfed the 230-foot side-paddle-wheeler, Captain Charles P. Smith realized that he had few options in the narrow Hell's Gate Channel; he ran the vessel aground on the flats off Ward's Island, where the passengers could safely escape the burning vessel. As a result of his bravery and quick thinking, only 40 passengers of the 300 on board the *Seawanhaka* were killed. One survivor was William R. Grace, who would soon become mayor of New York City. Others were Charles A. Dana, a leading newspaper editor of the time, and the publisher John Harper.

Although Captain Smith was considered by many to be a hero, he was hounded by the authorities for the little that remained of his life. He died a year later as a result of the injuries he had sustained in the fire. It is said that his memorial service, presided over by William Grace, was attended by three thousand mourners.

"Eventually, (Captain Smith) was cleared of any wrongdoing," says Frank Braynard, maritime historian and curator of the American Merchant Marine Museum at Kings Point. "But the shabby treatment he received, especially since the evidence indicated that he had risked his life, so outraged his colleagues, other pilots and captains, that they formed a committee." This committee, which was known as the American Brotherhood of Steamship Pilots, was the genesis of the International Organization of Masters, Mates & Pilots.

The American Brotherhood of Steamship Pilots committee formed independent subgroups of "Harbor Numbers",

with the Port of New York being designated number one. These Harbor Numbers later transcend into union locals. These Harbor Numbers initially included only Steamship Pilots and not sailing Masters. As more locals began to spring up, ship's masters expressed interest in joining. Accommodating this desire, in 1891, the fledgling union changed its name to the American Association of Masters and Pilots of Steam Vessels. In 1900, it further expanded to encompass all deck officers, and changed its name to the American Association of Masters, Mates, and Pilots of Steam Vessels. The principal focus centered on safety and working conditions associated with mechanized propulsion. In fact, the early MMP conventions (circa 1900) were held in January at Washington DC to coincide with the Marine Engineers' Beneficial Association (MEBA - founded 1875) conventions so they could jointly call on Congress to bring forward items of marine safety. The 1920s saw a change from a fraternal organization to an industrial labor organization.

The efforts of the MMP during the General Strike in San Francisco in 1934

The 1934 Waterfront Strike remains one of the most significant events in the history of San Francisco and the American Labor Movement. West Coast ports had either been unorganized or represented by company unions since the years immediately after World War I, when the shipping companies and stevedoring firms had imposed the open shop. The longshoremen were discontented and wanted union hiring halls to replace the corrupt and degrading daily "shape up", a general coastwise labor agreement and to raise wages from 85 cents to \$1 dollar per hour. The International Longshoremen Association (ILA) sought official recognition by the Waterfront Employers Association

as the primary bargaining agent. When the employers refused to recognize the ILA or negotiate with them, the strike began on May 9, 1934 as longshoremen in every West Coast port walked out; sailors joined them several days later. Ed O'Grady of The Masters Mates and Pilots became part of the Joint Maritime Strike Committee (JMSC) working with Harry Bridges.

The Roosevelt administration tried to broker deals to end the strike, but to no avail. On July 2, 1934, Albert Boynton, of the private Industrial Association (IA) announced the port would be reopened by force. These business interests who wished to break the strike and the power of the San Francisco unions began to move goods from the piers to warehouses. Workers saw the trucks departing Pier 38 under police protection and converged on the trucks. The police, led by Chief William Quinn, charged the workers using batons and firing tear gas. The first running battles between unionists and police began Thursday, July 3, 1934. There was a lull during the July 4 holiday when no freight was moved, but major disturbances picked up again Thursday, July 5, which is now known as "Bloody Thursday" throughout the House of Labor.

As violence began again on July 5th, Archbishop Edward J. Hanna asked Ed O'Grady, along with others from the JMSC, to a meeting. The Archbishop was very worried about the current situation on the waterfront. It was pointed out the police were using tear gas and firing live ammunition; this was the group escalating the violence which was beyond the control of JMSC. When it was over, 64 people were injured and two men were killed (shot in the back). The deaths of the men and the huge, public funeral for them helped Harry Bridges pick up the backing of other unions in the city to join the strike. This General Strike effectively shut down the city of San Francisco for four days. The following year, 1935, the Wagner Act created the National Labor Relations Board that protects the rights of workers to organize into unions. The General Strike brought economic and political power for labor unions.

Harry Bridges was a leader of the 1934 strike and became the first president of the ILWU (formed from ILA in 1937). He was renowned for his toughness, honesty and his visionary outlook, which led the labor movement in achieving such things as disability, medical and dental care.

The War efforts

This abbreviated history of the Masters, Mates and Pilots cannot begin to tell the whole story of the sacrifices that the officers and crews of the American Merchant Service made in World War I and World War II. In WW II, the Merchant Marine casualty rate was greater than any of the Armed Services except for the United State Marine Corp. Enemy forces sank more than 800 merchant vessels between 1941

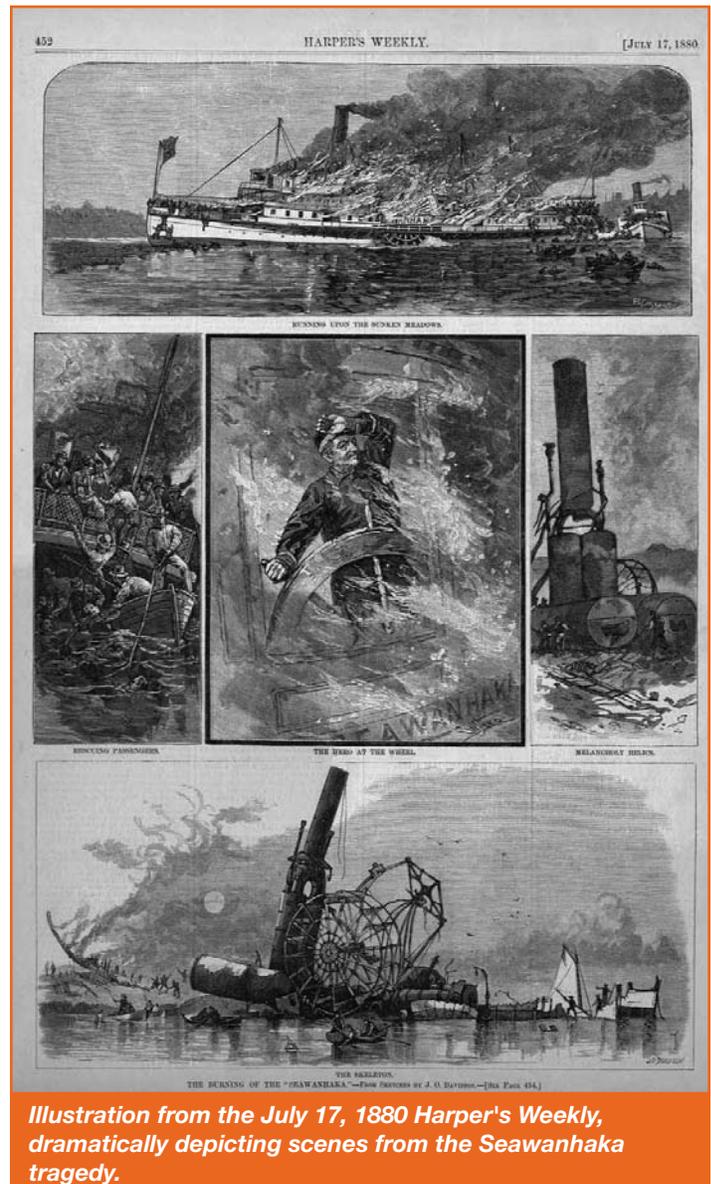


Illustration from the July 17, 1880 Harper's Weekly, dramatically depicting scenes from the Seawanhaka tragedy.

and 1944. President Eisenhower once said that no organization could share more credit for the successful efforts to win WW II than can the men and women of the American Merchant Marine. The Masters, Mates & Pilots have been patriotic participants in every sealift manning ships going into harm's way from WW1 through Operation Iraqi Freedom.

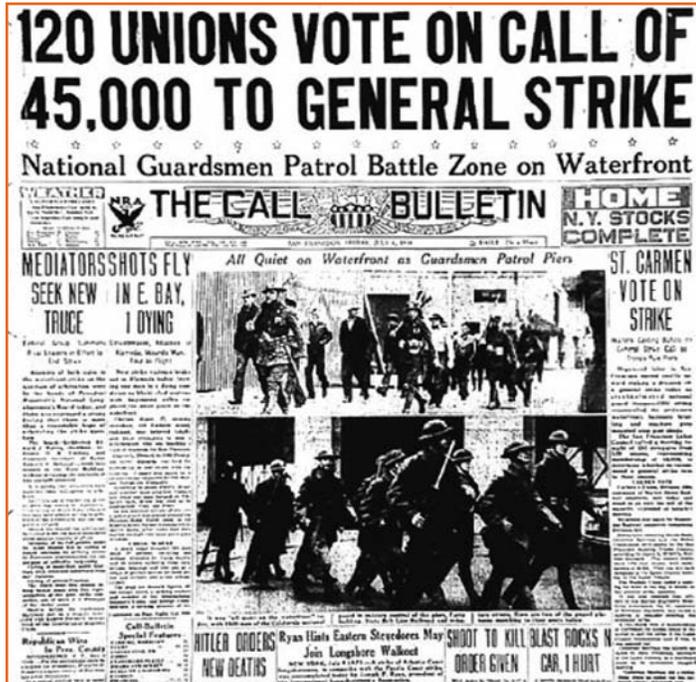
Today

The members of the International Organization of Masters, Mates & Pilots (MM&P) include the world's best-qualified and most highly-trained professional mariners. MM&P represents licensed deck officers on U.S.-flag commercial vessels sailing offshore, on the inland waterways and on civilian-crewed ships in the government fleet; state pilots; marine engineers; unlicensed seafarers; and maritime industry shore side clerical and service workers. MM&P is the marine affiliate of the International Long-

shoremen's Association (ILA), AFL-CIO.

The union is a dynamic advocate for its 6,800 members and a voice in Washington, D.C., for the domestic maritime industry and America's Merchant Marine.

Since that fateful day in 1880, the Masters, Mates & Pilots has worked to secure and protect the rights and working conditions of its members and of all persons who work in the seagoing maritime industry. It also works closely with the U.S. Coast Guard and with port commissions around the country to establish safe vessel traffic standards



July 15, 1934: General Strike Headline, The San Francisco News Call Bulletin

to safeguard the environment, life and property.

Internationally, the MM&P is involved in the creation and enforcement of safe and humane standards for vessel safety on third-world flag-of-convenience registered vessels whose crews have few advocates for their well-being.

The Masters, Mates & Pilots consists of four membership groups:

- Offshore,
- United Inland Group,
- Pilotage and
- Government Employees.

The union has two international officers:

- Capt. Timothy A. Brown, President, and
- Capt. Donald Marcus, Secretary-Treasurer.

There are five vice-presidents:

- Capt. Michael Murray, United Inland Group;
- Capt. George A. Quick, Pilotage;
- Capt. David H. Boatner, Offshore Pacific;
- Capt. Wayne Farthing, Offshore Gulf;
- Capt. Steven E. Werse, Offshore Atlantic (Fort Schuyler,

class of '79)

In addition to its international headquarters located near Baltimore, Maryland, the Masters, Mates & Pilots maintains:

Two training facilities -

A primary campus, the Maritime Institute of Technology & Graduate Studies, near Baltimore with state-of-the-art simulator training facilities, and

A secondary training facility, the Pacific Northwest Maritime Institute, in Seattle, Washington;

An employer-funded, trust-administered health and benefits plan with offices near Baltimore and additional offices around the country:

- MM&P Health & Benefit Plan
- MM&P Pension Plan
- MM&P Individual Retirement Account Plan (IRAP) [Vanguard Investments]
- MM&P 401(k) Plan [Fidelity Investments]
- MM&P Vacation Plan
- MM&P MATES (Maritime Advancement, Training, Education & Safety) Program
- MM&P Joint Employment Committee (JEC)

22 separate hiring halls and offices in port cities throughout the continental United States and Hawaii, on the Great Lakes, and in Puerto Rico;

The Masters, Mates & Pilots Federal Credit Union (founded in 1959) is a non-profit financial organization owned and operated by its members for the benefit of all those who belong. The purpose of the Credit Union is to promote thrift through convenient, systematic savings, and to provide a quick, economical source of dignified credit.

38 affiliated state and U.S. Navy civil service pilot groups in the continental U.S., Alaska and Hawaii, and in Puerto Rico.

A legislative presence through the Maritime Institute for Research & Industrial Development (MIRAID), in Washington, DC.

A cooperative working relationship with other seagoing and shoreside maritime unions of the AFL-CIO. In addition to its affiliation with the AFL-CIO, the International Organization of Masters, Mates & Pilots is a member of the AFL-CIO's Transportation Trades Department (TTD) and Maritime Trades Department (MTD), and is very active with the International Transport Workers' Federation (ITF).

As MM&P moves into the 21st century

The union has come to grips with a very basic problem: that maritime issues center around legislation produced in Washington, DC and it is only through members support of MIRAID - the MM&P lobbying group - that MM&P can remain successful in the future protecting American jobs.

Part of this problem can be solved if the government recognizes the need for a shipbuilding program for commercial vessels. This would help put the American fleet on a level playing field with the fleets of the rest of the world.

MM&P major goals:

- To protect the Jones Act
- To obtain a revised Maritime Security Program
- To increase our employment base & job security
- For the MM&P Trust Plan to find creative ways to ensure that the medical needs of active members and pensioners are covered
- To make sure that its employer trustees understand their own responsibilities in making sure that pensions are there for all MM&P members when they retire.

For the complete article, please visit our website at:

www.fsmaa.org

The article also addresses:

- The Founding of the MM&P Plans
- MM&P Consolidation into an International
- The Affiliation Agreement With the ILA & The Master Contract
- Post-Vietnam Era / Tanker Strike of 1984
- Election Period: 1988 through 1992
- Members of Note in Labor:

MM&P Member Lane Kirkland was AFL-CIO President, Capt. Timothy A. Brown, MM&P International President



Captain Steven E. Wersé '79 is shown here (center) receiving one of his Citations of Merit for a rescue at sea while he was Captain of M/V GREEN LAKE of Waterman Steamship Corp. Award presented by Mike Bohlman, Director, Marine Services at Horizon Lines

ON THE BOARD

On May 15th, Michael J. Isernia, Esq., '85, was re-elected to the Board of Education for the Sachem Central School District at Lake Ronkonkoma, NY. He ran unopposed for a three-year term.

*Captain Timothy A. Brown,
MM&P President USMMA
undergrad '65
Wharton Grad School MS
& MBA '74*



First Class Night

New Grads Meet FSMAA Members

By Kevin Comerford '83, Treasurer

The FSMAA's annual First Class Night was held on April 12th at Michael's Restaurant just five minutes from the campus. It was attended by about fifty cadets dressed sharply in their white uniforms and fifteen alumni. The purpose of First Class Night is to share with the cadets the collective professional experience of the Alumni Association and, of course, welcome them into the fraternity of Maritime College graduates.

The evening started with cocktails in a relaxed setting. Alumni mingled with the cadets, hearing their stories of the past four years and offering advice for their futures. We had a nice mix of Alumni including career sailors, shoreside managers, alumni with military experience, and newly graduated men and women. An excellent sit-down dinner was enjoyed and the speeches were kept short. It was a pleasant surprise to learn how many cadets already had jobs waiting for them upon graduation. I have attended the last five First Class Nights and can say every one of them has been an enjoyable evening for all. Alumni should put this event on their radar next year; it is a great opportunity to share your life experiences since graduating Fort Schuyler with soon-to-be graduates.

QUIZ #5 ANSWERS

They have both been feted by two ticker-tape parades up Broadway,

Eli for his Super Bowl wins and Harry for a daring rescue at sea in 1929 and the record-setting transatlantic crossings of the SS UNITED STATES in 1952.

Plans for the Costa Concordia

The plans to remove the cruise ship the Costa Concordia were approved by Italian civil authorities on May 15. The two companies undertaking the project, Titan Salvage of the U.S. and Micoperi of Italy, intend to refloat the entire ship.

Our very own **Dan Dolson '95** works for Titan in their US headquarters in Pompano Beach, FL. As the project gets underway, maybe Dan can provide us with photos of the progress... Are you out there, Dan...?

The ship, leaning on its side with most of her 9 levels under the water, went down on Jan. 13 with 4,229 passengers and crew onboard after she went too close to the shore of the island of Giglio; 32 people are believed to have died, with all but 2 bodies having been recovered. A Dutch company, Smit Salvage, has already safely removed the 2,300 tons of heavy fuel and 200 tons of diesel oil from the ship.

Refloating the Costa Concordia is expected to take up to a year, and once completed, the ship will be sailed to a port and scrapped.

The captain of the ship, Francesco Schettino, remains under house arrest at his home near Naples, awaiting trial on multiple charges, including causing a shipwreck, manslaughter and abandoning his ship.

On this topic, did everyone catch Maritime Professor and **Capt. Joe Ahlstrom '82** being interviewed in general about the captain's role in this tragedy on Good Day New York on Jan 18th? "It's important to realize that the captain is responsible for the ship and the passengers. He never should have left the vessel when there were passengers on board... there is no excuse why he didn't return to the ship... he just wanted to take care of himself," said Captain Ahlstrom.

Just one of the many thank you notes we received

Dear Alumni:

I want to sincerely thank you for awarding me the FSMAA Summer Sea Term Scholarship. I am truly grateful and thankful for your scholarship. It will allow me some peace of mind, not having to pay for the whole SST, since I will be unable to work my summer job this year. I am looking forward to my last SST and the experience and training that I will gain during this 90-day cruise.

The FSMAA is such a wonderful and giving organization. I am looking forward to being a part of it when I graduate next year. I feel honored that you chose me as one of the recipients of this Scholarship. Thank you again for your generosity, it has meant so much to me.

Freight forwarders are third-party logistics professionals who facilitate the shipment of product. In recent years, the business has expanded from its simple origins in arranging the booking of freight with ocean carriers through their international agents to now advising on ocean freight costs and accessorial charges to trucking, warehousing, cargo insurance, and even filing customs clearance for import duty.

The freight forwarding industry is governed and licensed by the Federal Maritime Commission (FMC). To become a freight forwarder, a company must file for a bond with the FMC as Ocean Transportation Intermediary. This is broken down as freight forwarders and non-vessel operating common carriers (NVOCC). Freight forwarders act as the agent of a shipper (supplier) or a consignee (buyer). NVOCCs for all intents and purposes act as a steamship line and issue their own contacts of carriage called house bills of lading (HBLs). They are legally responsible for the carriage of goods.

New York Maritime graduates have a unique education, indispensable to success in the freight forwarding field. We have hands-on experience working on ships, a good understanding of the mechanics behind each freight shipment, and generally the temperament and knowledge to handle urgent shipping situations with calm and logic.

Maritime grads have held major positions at sea and ashore in virtually every major steamship line, but are you aware that there are many of our grads working in the freight forwarding industry, in both operations and sales? Some graduates own successful multi-service freight forwarders and have carved out a strong niche either geographically, culturally, by expertise on a specific commodity, by trade lane, as proprietary freight forwarders or through moving freight for a major corporation as an agent/forwarder.

Over the past decade, I have had the opportunity to travel the world again as a Director of Sales for one of the largest freight forwarders in China. It has been an interesting career for me thus far and one in which I hope to continue working for many years to come.

If you have any questions on forwarding or are thinking of getting into the industry, please give me a call or send me an email. I'd love to help a fellow Domer.

*Ed Garcia, Class of '89
De Well Container Shipping
Email: edward@de-wellusa.com
Cell: 917-209-5447*

Chapter News

Carolinas Chapter

Gene McDonald '64 led an exciting and informative Port Tour of Savannah on April 27, 2012. 14 alumni plus 9 spouses appreciated this inside look at the port.

The FSMAA Carolina's Chapter held their Spring meeting the following day in Savannah, Georgia, with 24 graduates in attendance:

Gene McDonald '64, Jay Barsin '64, Marianne Michaelsen Sanderson '95, Phil Voso '64, Dennis Foley '62, Gary Raffaele '60, Paul Vogel '61, Gene Sullivan '57, Jim O'Reilly '50, George Hill '50, Norman Carathansis '60, Jack O'Neil '64, John Goss '71, Pete Cotter '71, Tom Arzberger '71, George Hooks '64, Bob Langstine '83, Jim O'Reilly Jr. '83, Nick Esposito '64, Brent May '07, Gopi Om Raju '95, John Hayes '64 David Cebulski '76.



(L – R): There are many father-and-son teams amongst our alumni ranks. Here is one visiting with friends at the Carolinas Chapter gathering: Jim O'Reilly, Sr '50, Bob Langstine '83 and Jim O'Reilly, Jr '83.

Dinner attendees enjoyed good food and wonderful drink at the Riverfront Seafood Restaurant located on the Savannah River. The fall meeting of the Chapter will be held in Asheville, North Carolina after Homecoming in September.

*Marianne Michaelsen Sanderson '95
FSMAA Carolinas Chapter President*

NE Florida Chapter

NE Florida Chapter celebrating Leap Year and Richard Conway's birthday at St. Augustine Yacht Club.



(L to R): Just the gents: Tom Grey '89, Robert DeGennaro '84, Austin Britton '63, Tom Power '89, Peter Baci '69, John Goss '71, Richard Conway '73, Luis Burgos '76
Missing from photo: Don Bresnan '62

Class of 1957 – Reunion

The Class of 1957 held its 55th Reunion at the Loews Don CeSar Resort Hotel in St. Pete Beach, Florida from 28 April to 01 May.

There were 18 classmates and 16 spouses / friends present. An extra bonus was a visit to the SS American Victory in Tampa, courtesy of the Class of 1947.



55th Reunion in St. Pete, FL for the Class of 57

The weather, beach, pools, accommodations, food, drink and service were excellent, only exceeded by the camaraderie and wonderful re-telling of many sea stories. We also held a Recognition Ceremony honoring deceased classmates and spouses.



(L- R): Aboard the SS American Victory: David Welles, Ted Mason, Tony Criso, Ed DeGaetano and Ralph Sirico.

A great time was enjoyed by all.

Ralph J. Sirico, Class Secretary

SUNY Maritime hosts “Know Your Harbor” Tour of NY/NJ

Under the direction of Charlie Burns '70, “Classroom Afloat” was designed to complement the various programs at the College. It was intended to provide a day of “R&R” for cadets and students prior to their addressing the arduous schedule of end-semester examinations slated for the week ending April 28th. On April 21st, over 150 cadets, students, parents and friends of the College boarded the sleek SEASTREAK NEW YORK at the World’s Fair Marina in Queens to start an informative tour of the NY/NJ Harbor.



*Alumni who served as lecturers during “Know Your Harbor” tour April 21, 2012.
(L – R): Ken Spahn '83, Justin Miller '08, Charles Burns '70, Stash Pelkowski '84, James Yahner '86, John Balletto '70, Carl Hausheer '79*

To complement the Captain’s safe navigation, a team of Maritime College alumni (ranging from the classes of 1970 to 2008) volunteered to spend their day informally talking to the passengers about their particular careers in the maritime industry. Subjects such as the role of the USCG, river history, the towboat industry, the fortifications of New York, local maritime associations and heavy-lift operations were discussed. With our Captain coming close to numerous working vessels in Bayonne’s “Tanker Alley” and container ports in Elizabeth and Newark, passengers learned the “types and tricks” of terminal equipment and practices.

I enjoyed mingling with everyone, and wish the cadets well on Summer Sea Term: Anchors aweigh and God-speed, you sons and daughters of Neptune - here’s wishing you a happy voyage home.

Charles F. Burns '70

Book Review

The Sea is My Brother: The Lost Novel

By Jack Kerouac

In 1943, 14 years before his great “On the Road” grabbed America by its lapels and shook it up a bit, 21-year-old Kerouac wrote his first novel. He was in the Merchant Marine and based the book on his adventures. Now published for the first time, it’s the tale of seaman Wesley Martin and Columbia prof Bill Everhart – who, like Kerouac, quits school and goes to sea for some real-life adventure. The two are part of a crew shipping out from Massachusetts to bring war cargo to Greenland. Although uneven, there are plenty of hints of the Kerouac to come.



Review by Billy Heller in NY Post 3.17.2012



Dates To Remember

June 11: 24th Annual Golf Classic

Sept 28: Ancient Mariner Golf Outing

Weekend of Homecoming.
Contact: Director@fsmaa.org
to help organize class reunion activities.

Alumni News

Ho K. Nieh, Jr. '93 has been selected as Director, Division of Inspection and Regional Support, Office of Nuclear Reactor Regulation (NRR) in March 2012. From 2008 to 2010, Mr. Ho completed an assignment with the International Atomic Energy Agency (IAEA) as Communications Advisor in the Dept of Nuclear Safety and Security. Since then, he has served as Commissioner Ostendorff's Chief of Staff.

Steve Bendo '94 & Bridget Meenaghan-Bendo '96 are thrilled to welcome their second daughter Fiona Maria, who arrived on 'Fat Tuesday', Feb 21, 2012. She joins her big sister Sabrina.

Philippines Rendezvous

Four of the five naval officers working in the Port of Subic were Fort Schuyler grads. Here, they are seen on May 5, 2012 at the conclusion of the Joint/Multi-National Exercise BALIKATAN '12, during the re-deployment phase of US military cargo out of the Philippines. Notice the name of the vessel behind them! Nice shot, gang.



(L - R): LT Danielle Centeno '07, LT Louis Vitale '07, CDR John Woods '85, and LCDR Don Moore '00.

This Spring, Capt. George Kugler '98 proudly sailed his first run as Captain on OSG's "Overseas Martinez". Fair

The college's 2012 Admiral's Scholarship Dinner was held on May 1st 2012 and paid tribute to Crowley Maritime Corp, Shell International Trading and Shipping Co – under the guidance of **John Krousouloudis '76** - and **Rich DeSimone, MS '79**, President of XL Insurance, North America Marine. Congratulations to the honorees.

Here are two undergrad alumnae catching up with a student finishing up in the Master's program.



(L - R): *Jasmine Alvarado '90, Margo Bransfield-Brock '95, Gisleide Bitencourt who is working on her MS. Jasmine works with PCL Shipping in Stamford, Margo is a Principal at CWT Commodities (USA) in Garden City, Gisleide is currently at Tradewinds but heading to begin as a bunker broker with Glander International in West Palm Beach.*

Impromptu Mini-reunion of Class of 1978



(L - R): *Frank Keane, Tom Sheridan & Joe Colella, all Class of '78, enjoy the annual Marine Society dinner at the downtown Marriott on April 23rd. Fellow classmate Tim Ferrie, President of the Society, was mingling elsewhere wearing "the medal".*

winds and following seas to you, Capt. Kugler.

Ebb Tide

The following Alumni have crossed the bar:

Below are obituaries from March 2012 through May 15 2012. Complete information is available from www.fsmaa.org/Classes/EbbTide.cfm

DUFFY, PAUL G.

Class of 1953, August, 2011

LOEFSTEDT, CAPT WILLIAM J.

Class of 1963, March 8, 2012

LONG, STEPHEN G.J.

Class of 1947, March 9, 2012

MCGUINESS, BRIAN P.

Class of 2000, February 12, 2012

MONELL, BRADNER N.

Class of 1950, January 8, 2012

O'CONNOR, JOHN J.

Class of 1955, November 8, 2011

PUNZELT, CAPT. DAVID L.

Class of 1950, April 20, 2012

QUINN, WILLIAM F.

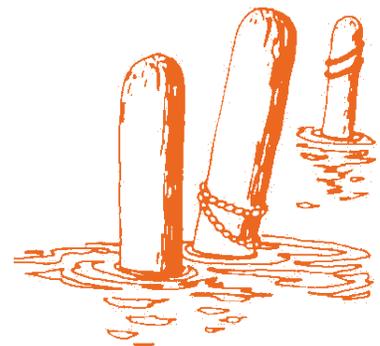
Class of 1950, August 21, 2011

TRACEY, MARTY

Class of 1950, May 10, 2012

WALTER, RAY

Class of 1948, October 4, 2011



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