

The Fort Schuyler Mariner

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

Winter 2012



2012 Awards Dinner Better Than Ever Nearly 400 In Attendance

by Dick Bracken

The highlight of the FSMAA's busy social calendar is always the association's biennial Awards Dinner in Manhattan. This year the venue was once again the marvelous Bridgewater's Restaurant at South Street Seaport where, on Thursday evening, January 26, almost four hundred alumni and their guests, including thirty-six Maritime cadets, gathered to honor three outstanding graduates.

The 2012 Alumni of the Year, selected by the FSMAA Board of Directors, are Captain Jack Ringelberg '61, Professor Len Mellusi '72 and Captain Lou Guzzo '82.

Formal proceedings were launched with the FSMAA Annual Meeting at 1700, followed at 1800 by an open bar and hors d'oeuvres lasting an hour and a half. The crowd was large and noisy, the atmosphere celebratory. Seeing old shipmates and renewing old acquaintances were, as usual, the order of the night; Maritime grads revel in it. The energy level and enthusiasm were palpable. It was a lot of fun.

When all were seated for dinner, FSMAA chaplain Rev-



The three 2012 honorees with FSMAA president John Bradley: (L-R) Jack Ringelberg, Lou Guzzo, John Bradley and Lenny Mellusi.

erend John Farrell delivered a moving invocation which was followed by a superb filet mignon meal with fine wines. As the meal drew to a close, board member Anthony Desimone, Class of 2006, took the microphone as master of



(L-R) James Brennan, KP, James Brennan, '67, Chris Brennan '71 and Kevin Brennan '11.



Cadet Santucci, Tom Meade '10, Lou Guzzo '82.

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**The Fort Schuyler Mariner
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| Production | Charles Ellwanger '55 |
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www.fsmaa.org

The Editor Speaks

HOW THE COLLEGE TREATS ITS DONORS: THE FACTS



Any editor worth his salt wants his readers to have the facts, and in this, my first and last editorial, I intend to do just that. Our association members

need to know how the administration at Fort Schuyler is treating the Class of 1956... my class. And the FSMAA.

In September 2006, the Class of '56 celebrated its Jubilee Fiftieth Anniversary by presenting the college with a gift endowment whose final total was \$610,431.93. It is by far the largest endowment any class has ever given. A year prior, on September 28, 2005, then college president Admiral John Craine and representatives of the Class of 1956 Scholarship Endowment Committee signed a Memorandum of Agreement governing the investment of funds, the awarding of scholarships, and other details.

During the first four years under the MOA, the committee became aware of flaws in the document, and terms of the agreement which the college failed to abide by. Following many months of research, and with the guidance of the American Council of Trustees and Alumni in Washington, D.C., a new revised agreement was created by the class, and presented to new college president Admiral Wendi Carpenter at a friendly meeting in her office on October 24, 2011. As this column is written, almost four months have passed since that meeting, and there has been no formal response from the administration. In December, following an inquiry by the committee, there was a brief message from college V.P. Captain Tom Greene, saying the MOA was "on the Admiral's desk", and in early February there were assurances that

the issue was being addressed. But there has been no explanation of what is causing the delay, and nothing like an apology. The committee at this time is considering what further action to take. Four months...? Is this any way to treat the most generous class donor in the school's history?

If this situation sounds familiar to you as an FSMAA member, it should. Our association gives over \$200,000 a year to the college for Summer Sea Term scholarships. On October 14, 2011, FSMAA representatives met with Admiral Carpenter (see FS Mariner, Fall 2011). Upon President John Bradley's request, the Admiral agreed to provide a list of SUNY alumni associations which have already signed a contract required by SUNY. As this newsletter goes to press, over four months since the meeting with Admiral Carpenter, there has been no substantive word from the college. Four months...? I leave it to you to draw your own conclusions from the facts that I have presented.

Meanwhile, after launching the new quarterly Fort Schuyler Mariner in July 2009 with assistant editor Bridget Meenaghan Bendo '96 and production chief Charlie Ellwanger '55, I am now stepping down. I am proud to have worked with my friends BB and Charlie, and grateful for the support and encouragement that I have received from readers along the way. Considering that we started pretty much from scratch, I believe that we have built a creditable product. I hope that you agree.

*Dick Bracken '56
17 February 2012*



From The Treasurer's Desk



The FSMAA did not see the financial success in 2011 it saw in 2010. The operations budget in 2010 ended the year with a \$34,500 profit. In 2011, the operating budget finished with a \$7,800 loss. Most of our operating expenses remained unchanged; salaries, rent, phone, mailings, Mariner costs, etc. The Fall golf outing and the Homecoming cruise broke even, as expected. These events are put on for the benefit of our members and are not intended to make a profit. Our primary fundraiser, the Spring Golf Outing, brought in approximately the same profit it did last year, which was slightly over \$80,000. It was a wonderful event as always.

The problem lies with the dues revenue. Our 2011 dues revenue finished very close to the 2010 numbers but the 2012 revenue amounts are down \$30,000. Typically, December is when our members renew their dues for the next year. The end of year renewal numbers for next year, 2012, are way off. The Gerson family very generously made a donation to the FSMAA in the name of Joe Gerson '47. A portion of this money was put into the Valiant Fund for SST Scholarships and the remaining \$30,000 was deposited into the Development Fund. The Development Fund is an unrestricted fund that the Board of the FSMAA uses as it deems necessary. Without this generous donation, the operating budget for 2011 would have ended over \$37,000 in the red. The dues numbers need to increase.

Our endowment funds had an acceptable year. The smaller endowment accounts, invested in money market funds at Vanguard, finished the year at just over \$133,000. In June we set up a new Valiant FTI fund with Fiduciary Trust. We transferred \$300,000 from the Vanguard Valiant Fund into the new Valiant FTI fund. Last year, the entire fund in Vanguard earned \$240. From June to December 2011, the FTI fund earned \$3,430, which will go directly to the SST scholarships. This was a good move.

The larger actively managed accounts at Fiduciary Trust International are conservatively managed to optimize dividend and interest yields (it is the yield that is paid out annually for our Summer Sea Term Scholarships). The 2011 'end of the year' balance for our Fiduciary Trust International (FTI) funds was just over \$5.3 million. The annualized rates of return for the FTI funds are 1.58% for one year, 9.73% for 3 year, and 2.02% for 5 years. A total of \$134,394 was received in new contributions in 2011. This includes a new 'Class of '61' Fund, set up in honor of their 50 year anniversary, and a new 'Class of '54' Fund. The 'Class of '61' raised \$31,000 to start their fund and the 'Class of '54' Fund opened in September with \$80,850. The FTI funds earned \$139,580 in interest and dividends in

2011. We also have \$151,000 residing in our checking account at Chase. Our total restricted and unrestricted funds amount to \$5.5 million.

In the Spring of 2011, we distributed a total of \$ 207,000 to cadets to help pay for the Summer Sea Term. These scholarships were distributed to 81 cadets. First Class cadets received \$3,000 and Second Class cadets received \$1,500 scholarships.

We had a good 2011 but we need to continue stressing membership. Without strong membership we will not thrive. We have a number of new members joining the Board in 2012. We expect that with these new talented Board members, we can bring you some terrific events and have a financially successful year. As always, we are counting on your support.

*Kevin Comerford '83
Treasurer, FSMAA*



MARITIME HISTORY QUIZ #4

All New York Maritime grads should know that the school's first two training ships were the USS ST. MARY'S (full-rigged ship, 1874-1908) and the USS NEWPORT (sail plus steam auxiliary, 1908-1931). After that came a succession of six TS EMPIRE STATE's. Match the TSES's below with their original names:

1. TSES I A USNS BARRETT, (1973 – 1990)
2. TSES II B. USS MERCY, (1956 -1959)
3. TSES III C. SS OREGON, (1990 – present)
4. TSES IV D. USS HYDRUS, (1946 – 1956)
5. TSES V E.USS PROCYON, (1931 – 1946)
6. TSES VI F. USNS HENRY GIBBONS, (1959 – 1973)

Answers on page 7

ceremonies. He looked great and sounded even better. President John Bradley presented a special award of appreciation to former association director Eileen Femenia for filling in admirably during 2011 while the search continues for a permanent replacement for Liset Caban, who resigned in February 2011.

Bradley then introduced Alumni of the Year recipients Ringelberg, Mellusi and Guzzo, presenting them with plaques of honor. Each responded with remarks expressing their gratitude. Their impressive resumes may be seen elsewhere in this issue.

As the evening drew to a close, a cadet stepped up and sounded the traditional eight bells as the names of shipmates who crossed the bar in 2011 were read. The crowd was on its way home, or to a local tavern, by 2230. It was a memorable evening.



A. J. McAllister '80, Tom Sullivan '81 and Pat Kinnier '80



Vic Corso '83, Brigitte Wagner-Hoey '82, Kevin Comerford '83



Past President Steve Carbery '80 (L) and John Albino '56.

The 2012 Alumni Of The Year

JOHN M. RINGELBERG, CLASS of 1961



Captain Jack Ringelberg '61 is currently CEO of JMS Naval Architects & Salvage Engineers, Mystic, CT, the parent company of Divers Institute of Technology (DIT), a commercial diving school in Seattle, Washington. He is also president and CEO of the Ocean Technology Foundation, a non-profit undersea research and exploration organization, which has been the lead agency in the

“Bonhomme Richard Expeditions”. Bonhomme Richard was John Paul Jones’ flagship, lost in battle during the Revolutionary War.

After graduating from New York Maritime, Jack spent sixteen years in the U.S. Navy as a Surface Warfare and Engineering Duty Officer specializing in salvage and deep diving. Notable assignments included worldwide salvage operations, Commanding Officer of the Navy Experimental Diving Unit, and Chief Engineer of the aircraft carrier USS John F. Kennedy (CVAN-67). While at the Navy Experimental Diving Unit he completed the construction and start-up of the Ocean Simulation Facility, still the world’s most advanced hyperbaric research complex, capable of supporting manned diving and research submarine operations to 2,250 feet. With this capability he achieved manned diving operations to 1800 feet, which still stands as the Navy record.

Transferring to the Naval Reserve in 1977, he commanded a number of ship repair and engineering units. His last assignment was as Deputy Supervisor of Salvage for the US Navy, with additional responsibility for all Naval Reserve diving programs, explosive ordnance disposal (EOD) and deep sea diving units. With the untimely death of the Supervisor of Salvage, he stepped into the breach and coordinated salvage operations during the first Gulf War. Jack retired from the Naval Reserve with the rank of Captain.

After leaving active duty he joined Seaward Marine where he served as Vice President and Chief Engineer, pioneering underwater hull cleaning and non-destructive testing for the Navy. He later joined International Paper as Corporate Director of Power and Energy, where he played a leadership role in restructuring the design, operation, construction and maintenance of the company’s major paper mill power plants, gas, oil, and coal properties. He was also instrumental in the construction of ten gas turbine cogeneration and five wood gasification projects. While at International Paper, he served as Chairman of JMS and in 1998 became its full-time Presi-

dent and CEO.

Captain Ringelberg holds a master's degree in naval architecture from Webb Institute, is a registered professional engineer, a member of a number of professional and fraternal societies and is a Fellow and past Regional Vice President of SNAME. He was part of the SNAME delegation that recently traveled to China. Noteworthy among his civic activities are president and founder of the Institute of Diving and Man in the Sea Museum, President of the Mobile Ballet, Chairman of the Mobile, Alabama YMCA, and National Vice President of the Naval Reserve Association.

In 1998, Jack was awarded the SUNY Maritime Alumni Association "Jose Femenia Distinguished Engineering Award" for "*outstanding achievements in the field of engineering*".

He is married to the former Karen Wynn Nelson of Panama City, Florida, and has four sons. Two are graduates of the US Air Force Academy, currently serving in the Defense Department, one as a test pilot and the other as an intelligence analyst.

LOUIS GUZZO, CLASS of 1982



Captain Louis Guzzo, SUNY Maritime College Class of 1982, is a 27-year veteran of the New York City Fire Department, currently serving as Company Commander of Marine Company 6, based out of the Brooklyn Navy Yard. In addition, he has recently retired from the United States Navy Reserve, having at-

tained the rank of Commander.

In 1982, Lou graduated from Fort Schuyler with a Bachelor of Science degree in Marine Transportation. He later continued his education, earning a master's degree in Protection Management from CUNY John Jay College in May 2002.

Over the course of his career, Lou has taken on roles of increasing importance within the FDNY. Early in his career he was assigned to various companies throughout Brooklyn, protecting neighborhoods such as Red Hook, Bedford Stuyvesant and Crown Heights. Upon promotion to lieutenant, he was assigned to a company in Woodside, Queens, where he served as an instructor at the FDNY Division of Training.

Because of his unique maritime background, Lou was assigned to FDNY's Marine Division on Septem-

ber 9, 2001, just two days before the attacks of September 11. In May of 2002, he was promoted to the rank of captain, assigned to rotations in various companies throughout Manhattan. In June, 2003, he was re-assigned to Marine Company 6 as Company Commander, where he remains to this day.

After the attacks of September 11, Lou became dedicated to improving fire protection in New York Harbor. The FDNY sent him to the National Fire Academy in Emmetsburg, Maryland, where he graduated from the FEMA Master Exercise Practitioner Program (MEPP). Lou was instrumental in the FDNY's initiative in training 2,500 firefighters in Shipboard Firefighting, the FDNY's first off-site training program. Training was done at SUNY Maritime College, with classroom and full-scale exercises aboard the USNS Stalwart as well as the Training Ship Empire State VI. Lou has planned and coordinated various harbor exercises, including the Staten Island Ferry and Red Hook Container Terminal. These exercises were conducted with the cooperation and members of the U.S.M.C Chemical Biological Incident Response Force, the U.S.C.G., the New York/New Jersey Port Authority, N.Y.P.D. and American Stevedoring. Lou is also a contributing author to the FDNY's quarterly magazine, WNYF.

While actively involved in the FDNY, Commander Louis Guzzo simultaneously served for 28 years in the United States Navy Reserve. He has been active in various units, mostly with MARAD and MSC, including a reserve stint in MSC Kuwait. He has taught at the MSC East Firefighting School in Freehold, New Jersey, as well as MSC West Firefighting School in San Diego, CA. For the past 10 years, Lou has been liaison between the Virginia Port Authority's annual Marine Firefighting Symposium and MARAD. Since 1997, he has taught shipboard firefighting as an Adjunct Professor at the United States Merchant Marine Academy in Kings Point.

Lou and his wife Jacquelyn have been married for 26 years and have four children and a grandson. Their oldest son recently graduated from the United States Merchant Marine Academy and is currently serving as an Ensign with the United States Navy. He has recently been assigned to the USS New York stationed out of Norfolk, VA. Two of his children are currently in college and his youngest is a freshman in high school.

LEONARD MELLUSI, CLASS of 1972



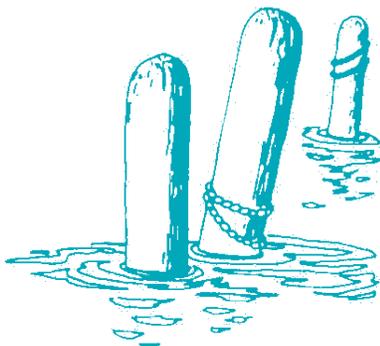
There are three Mellusi brothers who are Maritime College alumni: Ralph '67, Len '72, and Tony '76; there are also three next-generation family members currently in the Regiment. All of the Maritime Mellusis are marine engineers.

After graduation, Len went to sea for five years with the Military Sealift Command and the now-defunct American Export Lines. In 1977, he was hired by Charlie Balancia '56, V.P. Facilities at Montefiore Medical Center; there he served as Director of Engineering. Along with Joe Colella '79 and Tom Breglia '80, he oversaw the design and construction of the Medical Center's ten-megawatt cogeneration plant, the first of its kind to parallel the Con Ed grid. Montefiore has since become an entry level opportunity for Maritime engineers through the Engineering Operations Supervisor Program, developed by Len in 1985. Since that time, Montefiore has hired more than 75 Maritime grads.

In the late 1980s, Len was instrumental in developing the Facilities Engineering Program at Maritime. He has frequently participated in numerous summer cruises aboard EMPIRE STATE IV, V, and VI in a variety of engineering positions.

He was also involved in some unique engineering projects. In 1987, he was part of the design team for the re-powering of the Cunard Lines' QE2; it was the first marine power plant to utilize diesel electric with variable frequency drives (VFD). Following that, he moved to Denver, where he was engaged in the design and construction of the ill-fated "Marlboro Express", a high-speed luxury vacation train intended to operate throughout the Rockies.

In 2009 Len returned to Fort Schuyler as Vice Chairman of the Engineering Department. In this capacity, he oversees the engineering license program and still makes the summer cruises as senior engineering training officer.



2012 ELECTION RESULTS

One New Officer, Six New Board Members

Based on the membership election held in January 2012, the following are the 2012 Officers and Board Members for FSMAA, Inc., as announced at FSMAA's annual meeting on 26 January 2012, held in New York City.

2012 Officers (one-year term)

| | |
|----------------------|----------------------------------|
| President | John Bradley '83 |
| 1 st V.P. | Dan Gillette '97 (newly elected) |
| 2 nd V.P. | Charles Munsch '73 |
| Secretary | Earl Baim '80 |
| Treasurer | Kevin Comerford '83 |
| Asst. Treasurer | Ted Mason '57 |

2012 Board of Directors (three-year term)

(sitting):

Carl Hausheer '79
Anthony DeSimone '06
Jim Maloney '80

(newly elected):

Victor Corso '83
Matt Devins '97
Tara Georges '07
Dan Lilly '98
F. Michael Trotta '99
Greg Tuthill '86

*Respectfully submitted,
Earl J. Baim
Secretary, FSMAA*

MARAD TEAMS UP WITH TALL SHIPS

On January 26, an important Memorandum of Understanding was signed between the Federal Maritime Administration (MARAD) and Tall Ships America. In this document, the two parties pledge to work together to strengthen maritime awareness and capabilities across the nation.

Tall Ships America is the U.S. Senate-mandated sponsor of large sailing ship races and other events in the U.S. Program funding comes through its tax-exempt American Sail Training Association (ASTA), an IRS 501c3 charitable organization. The mission of the ASTA is "to encourage character building through sail training, promote sail training to the American public, and support education under sail".

With MARAD advocacy and encouragement, interest in sail training is expected to grow across the country. Those wishing to provide financial support to Tall Ships America

can direct their donations to Tall Ships scholarships, seamanship or technical apprenticeship programs, or donations in kind. The new MOC should be especially interesting to federal and state maritime academy cadets and recent graduates, with many more opportunities to sail in Tall Ships. The few New York Maritime grads who have already experienced Tall Ship sailing aboard the USCG EAGLE describe it with such words as “unique, thrilling, beautiful, character-building, inspiring... a once-in-a-lifetime adventure”.

Maritime College cadets and recent grads interested in sailing on a Tall Ship may contact program liaison director, Captain Steve Hertz '57, steven.hertz@worldnet.att.net.

MAERSK ANNOUNCES TWO NEW SHIPS UNDER U.S. FLAG

Norfolk-based Maersk Line Ltd. and Rickmers-Linie (America) Inc. have formed a partnership that will use two new multipurpose ships, operating under the U.S. flag, to serve customers that need to move especially heavy cargoes worldwide.

The two new ships, the MAERSK ILLINOIS and the MAERSK TEXAS, are 19,000 deadweight ton vessels. They are twice the average size of U.S. flag multipurpose vessels now in operation, according to a statement released by the companies.

The service will operate as Maersk-Rickmers U.S. Flag Project Carrier, or simply Maersk-Rickmers.

SHANGHAI, CHINA

ED GARCIA '89 TOURS SUPERSHIP EMMA MAERSK WITH CLIENTS

Ed Garcia, Class of '89, Director and Vice President of Sales and Marketing for freight forwarder De Well Container Shipping, Inc., was in Shanghai from January 10-15 for his company's annual Chinese New Year Party. He had clients flown in from Vancouver who very much wanted to board a ship. Because of De Well's close relationship with Maersk, the local rep, through no small obstacle course of red tape, was able to arrange for Ed to conduct a tour of the enormous 1300-foot “supership” EMMA MAERSK, docked at Shanghai's Yang Shan terminal.

In Ed's words, “Approaching the ship, you are just struck with the sheer size of the vessel. I've sailed on the PHILADELPHIA SUN, which is 615 feet long, worked as Port Captain onboard several Wilhelmsen ro/ro's that were over 750 feet overall, and even gave a tour of a very large Hyundai auto carrier at Waigaoqiao pier in Shanghai last year; but EMMA MAERSK surpassed any of these ships by leaps and bounds. I mean... the beam is almost 200

feet!” Ed says, “Being a guide for my clients onboard the EMMA MAERSK was a truly humbling experience as well as a great privilege, as she is the first of Maersk's E-class vessels, the largest in the world. Maersk is a great organization, and EMMA MEARSK is surely one of the most beautiful gems in their crown.”



Ed Garcia '89 and his Chinese clients pose with the EMMA MAERSK in Shanghai. Note the enormous bulbous bow!



Shanghai, China: Ed Garcia '89 at the helm of the 1300' EMMA MAERSK

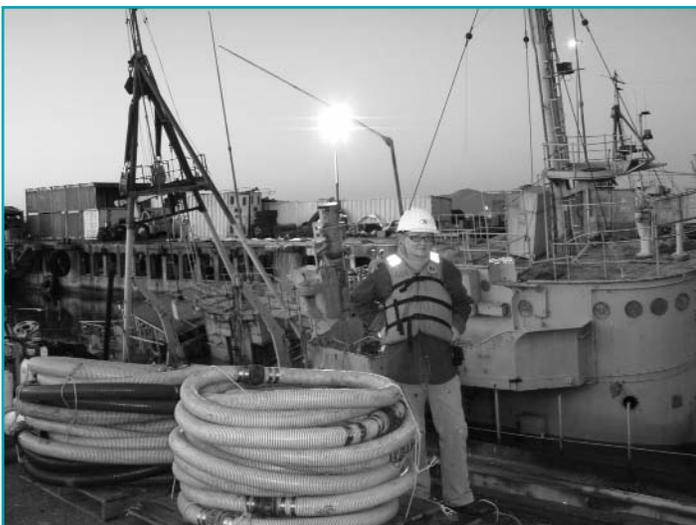
QUIZ #4 ANSWERS

- 1 - E
- 2 - D
- 3 - B
- 4 - F
- 5 - A
- 6 - C

Alumnus Profile

Mary Kate Terwedow '01 (Deck) has just completed what will probably turn out to be the most exciting ten years of her life; it will almost certainly be the widest variety. A native of Bergen County, New Jersey, she is currently the Assistant Project Manager with Global Diving and Salvage in Richmond, California, on the east side of San Francisco Bay. Her primary responsibility is for a new program to recruit, train and manage a labor pool of 180 oil spill responders, a team of which she will be an integral part. While waiting for this contract to be signed, she is involved in the salvage of the half-sunken WW2 tugboat TIGER in a Richmond graving dock, and the cleanup of oil leaking from the vessel. Mary Kate says that the work is hard and the days long, but the project is very exciting and she loves it.

After graduation from Maritime in 2001, Mary Kate went to sea as a mate with OSG for four years, then spent a year in the downtown Manhattan offices of McAllister Towing. In 2006 she landed the position of Chief Mate on the Kings Pointer, the small training vessel based at the Merchant Marine Academy, where she served for five years. Unable to resist the temptation to do something different, in early 2011 she accepted a job as bosun on California Maritime Academy's training ship GOLDEN BEAR, cruising across the Pacific to Hawaii and other exotic ports of call. Shortly after returning from that voyage, Mary Kate seized the opportunity at Global Diving and Salvage, where she plans and hopes to spend many years.



Richmond, CA: Mary Kate Terwedow '01, standing by to begin salvage of the half-sunken WW II tug TIGER



ALUMNI HOUSE

MORE THAN A CONCEPT

FSMAA CONSIDERS OFFICE SPACE ON PENNYFIELD AVENUE

by Earl Baim '80

For almost sixty years after its founding in 1903, the FSMAA, while achieving solid results for its members and supporting the development of our school, was a nomadic entity. Association offices were at downtown Manhattan steamship companies who donated space at their businesses. From about 1960 until 2004, the organization enjoyed the use of free office space at Fort Schuyler, including, for several decades, a free standing "Alumni House," a former dwelling that included office and reception space. Since 2004, in a scenario from "Back to the Future," the FSMAA has been graciously hosted by Ghulam Suhrawardi, '73 in the offices of his firm, National Maritime Consultants, Inc. in Parlin, New Jersey.

Since the move to New Jersey, the FSMAA's Board of Directors has been grappling with the issue of maintaining a physical presence among the student body. After considering a number of options to achieve this goal, in mid-2009 the Board established a committee to explore and report on the possible acquisition of property in the Throgg's Neck section of the Bronx, preferably on Pennyfield Avenue, close to the College, to serve as the FSMAA's new, permanent home.

During 2010 and 2011, the new committee canvassed the neighborhood several times and viewed a number of potentially suitable properties. Space programming, preparation of preliminary acquisition and operating budgets, and zoning and engineering issues have also been investigated. The committee

reported that, as a minimum, the proposed "Alumni House", situated in a converted residential dwelling, would provide three offices, meeting and reception rooms, a foyer or lobby, record storage, service space, and off-street parking for the staff. It was also deemed important that the building be attractive and have a "visual presence."

If resources and suitable property make it possible, additional functions beyond the minimum, such as the ability to host events, might be added to the plan. Regarding the financial feasibility of the project, current low property prices and interest rates present a unique opportunity for



An example of a Bronx Pennyfield Avenue house that might satisfy the FSMAA's needs.

the FSMAA; in addition, real estate taxes are far lower in New York City, where “Alumni House” would be situated, than in the surrounding metropolitan region.

In late 2011, the FSMAA was approached by the family of the late Captain Joe Gerson '47 and by Gene Goldberg, Oct.'44, requesting that the association establish an Alumni House Fund to purchase and maintain the facility contemplated by the committee. Accordingly, the Alumni House Fund was established at the FSMAA's Annual Meeting and Awards Dinner on January 26, 2012, with initial gifts of \$1,000 by Ms. Rhonda Gerson and \$5,000 by Gene Goldberg. Shortly thereafter, Charlie Hoffman '60 directed his credit card company to send \$100 a month to the fund until further notice! It is hoped that others will follow his lead.

FSMAA members are urged to support this fund, which will give the association its first permanent home, after 109 years of existence, and make the FSMAA accessible to alumni, faculty and students. An important feature of the fund is that if, after a specified period of time (not yet decided, but probably 3-5 years), the FSMAA does not purchase an Alumni House, monies collected will convert to cadet scholarships. In order to build the fund and keep the project front and center, the receipt of all gifts and the fund balance will be reported regularly in future issues of The Fort Schuyler Mariner and on the FSMAA's website.

Donations should be made out to “Alumni House Fund” and mailed to:

FSMAA, Inc., 236 Ernston Road, Parlin, NJ 08859.

CORRECTION: In a story of the Class of 1961 Jubilee Fiftieth reunion celebration in the previous issue (Fall 2011) of The Fort Schuyler Mariner, a photo of the Class of 1956 reunion was published in error. The FS Mariner regrets this error; the correct photo is seen below.

Chapter News

Carolinas Chapter

Our last meeting was held on October 22, 2011 at the Charlotte Motor Speedway, President John Bradley joined us for a Q and A session regarding FSMAA and our ongoing discussions with the college. I gave the members a brief summary of home-coming activities.

Our next meeting will be on April 28, 2012 in Savannah, GA.

*Marianne Michaelsen Sanderson '95
Carolina's Chapter
President*



(L to top to R) Phil Vosso '64, Jay Barsin '64, Ty Christensen '64, Gene Christiansen '79, Nick Esposito '64, Jim Belviso '84, John O'Neill '64, FSMAA President John Bradley, Richard Kullack '60, Gary Raffaele '60, Joseph Lewis '97, George Hooks '65, Chrys Bedford '81, FSMAA Carolina's Chapter President Marianne aelsen Sanderson '95

Charlotte Motor Speedway



The Class of 1961 gathers in the Pentagon to celebrate its Jubilee Fiftieth Reunion.

Houston Chapter

The Houston Chapter was in the winner's circle on Friday, January 20th, with its annual "Night at the Races" at the Sam Houston Racetrack in Houston.

Upon arrival at the track, we were greeted with valet parking and ushered to a private suite overlooking the finish line. The Texas-size electronic welcome sign announced to all that we had arrived. Aside from the great time had by all, the excellent buffet is another reason why word is spreading and attendance keeps increasing at this event.

Incumbent president **Mike McGrath '96** handed the chapter presidency over to **Brian Brown '06**. Members thanked Mike for his faithful service. Special recognition was given to **Eric Frank '91**, **Chris Fogarty '79** and **Pat Rathbun '80**, who had never attended a Houston alumni function, but who finally decided to come out and join in the fun and camaraderie.

We were pleased to have a contingent of USMMA alumni join us. The intent has always been to strengthen the bonds between the two alumni associations, so whenever possible, an invitation is extended to our old friends from KP.

With word quickly spreading about the popularity of this event, it's no wonder that we maxed out the suite size. This can only mean that in 2013, chances are that we will be moving to larger accommodations. The Houston chapter is thriving.

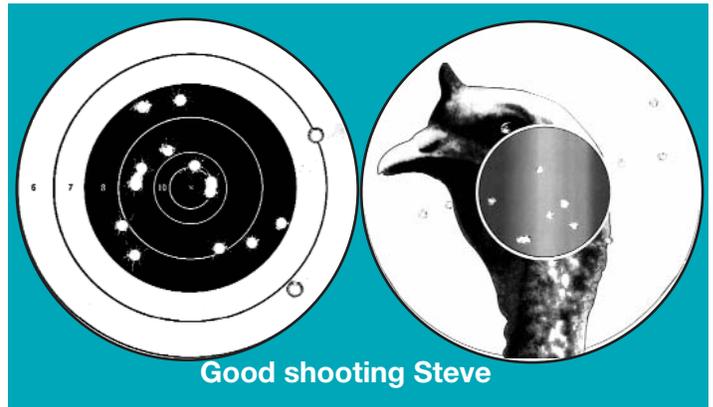
Mark Patricola '96



Houston chapter members (left-right) Bill Tuttle '65, Jack Szallai '70 and Jim McGrath '71, enjoying themselves at the Sam Houston Racetrack in January.

New Jersey Chapter

DON'T MESS WITH THE JERSEY CHAPTER! Sharpshooters galore! The NJ Chapter, led by **Jamie McNamara '94**, is setting the bar high for other chapters. In addition to a dinner party at Hailey's Harp & Pub in Metuchen on January 18th, they enjoyed an action-packed evening at Shore Shot shooting range in Lakewood on Feb-



ruary 12th. The event drew 28 enthusiastic participants including many recent alumni.

"Sniper" **Steve Bendo '94** earned "Top Shot" honors, winning the 50/50 cash prize with a perfect score of 15.

Runners-up **Karl Fisher '10** and **Steve Werse '79** each scored 14 out of 15. **Kyle Grant '05** won the "Billiard Ball" game with 12 out of 15 hits to win a DVR camcorder, and Tim (guest of **Jim Rich '73**) won the "Turkey Shoot" after a nail-biting tie-breaking elimination match with Karl Fisher.

New Jersey chapter events so far this year have raised \$550 for 2012 Summer Sea Term scholarships for cadets.

Dates To Remember

ANNUAL GOLF CLASSIC!

Monday, June 11, 2012

Glen Cove, L.I.



Keith Gensch '98 exchanged wedding vows with **Brooke Rowe** on December 3rd 2011 at the Sts. Peter and Paul Cathedral in St. Thomas, U.S. Virgin Islands. Present for the wedding and reception were (L-R) **Patrick Gensch '98**, **George Bonkowski '98**, **Kevin Grant '99**, **Don Moore '00**, the groom, the bride, **Dan Lilly '98**, **Mike Haeser '98**, **Bernie Fernandez '98**, and **Trevor Gensch '05**.

Alumni News

Dennis Brennan Gets MARAD Appointment

Congratulations to **Dennis Brennan '64** on his appointment as Director of the Office of Cargo Preference and Domestic Trade. Dennis has been with MARAD for ten years and enjoyed a long career in the private sector maritime industry before that.

Domers Meet In Denmark

Ward Guilday '82 (right) took time off from his job as a Delaware River Pilot to visit classmate **Patrick Nowicki** (left) in Denmark. Patrick is Mate and Relief Captain aboard the ferryboat "Hamlet" which runs between Helsingor, Denmark and Helsingborg, Sweden. Ward enjoyed the visit with his friend, and raved about the Maritime Museum in Hamlet's castle in Helsingor.



Classmates meet in Denmark

"CHESE" CROSSES THE BAR

Legendary Maritime Waterfront Director **Dick "Chese" Chesebrough**, who served the college in the 1970's and 1980's, died at home in Laconia, New Hampshire, on January 24th, after a long battle with lung cancer. He was just a few days shy of 82 years old. His survivors include his wife of sixty years, Dottie, known for her many kindnesses to the sailing team. Dottie was the beloved "team mother".

After graduating from Massachusetts Maritime Academy in 1951, "Chese" served in the Navy until 1972, the last few years as head of the Department of Naval Science at Fort Schuyler. During that time he was Director of Waterfront Activities, serving also as a sailing coach until his retirement. The 1970s and 1980s were the pinnacle of Maritime sailboat racing, with everything from a national inter-collegiate championship in dinghies in 1973 to a gaggle of Domers on America's Cup winners COURAGEOUS in 1977 and STARS AND STRIPES ten years later. "Chese" piloted chase boats throughout these world-class events; those Domers were his guys.

Following his years at Fort Schuyler, "Chese" spent the rest of his life involved in sailboat racing, as a judge or umpire, or on a race committee, until failing health forced him to retire in 2010.

Peter Baci Returns

FSMAA Past VP **Peter Baci '69** (center), after being out of circulation for more than three years, is welcomed back by Past President **Dick Bracken '56** and his wife Gerry. The three shared lunch on February 19 at Valenca Portuguese restaurant in Elizabeth, NJ. Peter, now living in Jacksonville, was in town on freight forwarding business.



Ebb Tide

The following Alumni have crossed the bar:

Below are obituaries from November 2011 through February 2012. Complete information is available from www.fsmaa.org/Classes/EbbTide.cfm.

CHARDENET, GILBERT

Class of 1949, December 2011

CHRISTENSEN, ARNOLD TY

Class of 1964, February 2, 2012

CONKLIN, ANDREW

Class of 1957, October 2, 2011

GROFF, BRUCE F.

Class of 1949, April 2011

KING, CAPT ROBERT E

Class of 1943, February 9th, 2012

LILLY, JAMES

Class of 1956, September 3, 2010

MCGUINNESS, BRIAN

Class of 2000, February 12, 2012

MCMULLEN, WILLIAM T.

Class of 1964, January 5, 2012

SEIBOLD, DAVID A

Class of 1953, December 4, 2011

SHIFFERT, JOSEPH B

Class of 1945, January 26, 2012

WESIK, THOMAS

Class of 1965, July 1, 2008

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