AND THE
FSMAA ALUMNI AWARDS
OF 2014 GO TO:

EDWARD VILLELLA,
CLASS OF 1957
The Lifetime Achievement Award Honoree

STEPHEN LYONS,
CLASS OF 1970
The Distinguished Alumnus Award Honoree

TED MASON,
CLASS OF 1957
The Dedicated Service Award Honoree

Voyages as Different As Can Be • All Reaching The Height of Success • All From the Same Starting Point

JOIN US IN HONORING OUR FELLOW ALUMNI AND LISTENING TO THEIR INCREDIBLE JOURNEYS.
Thursday, February 6, 2014 at Tribeca 360°. Book online or call us: www.fsmaa.org • 718.931.6887
Official Scuttlebutt

In the 110-year history of your Alumni Association, perhaps its biggest achievement was intervening in 1913 when the New York City Board of Education wanted to abandon and close the New York Nautical School and return the training ship USS Newport to the Navy. Due to the passion and strategic thinking of the alumni of the time, they succeeded in securing the New York State involvement of the school, as New York City removed its interests. On November 1, 1913, the New York City Board of Education flag aboard the USS Newport was lowered and retired, to make room for the New York State flag that was proudly hoisted up the mast. With that act, the school lived on. Please turn to page 8 to read “FSMAA Preserves Maritime Education For Future Generations – 100th Anniversary” by our dedicated and well-informed Secretary, Earl Baim, Class of 1980.

Since the summer issue of the Mariner, we have learned that Admiral Carpenter will be leaving her position as President of SUNY Maritime College and will be replaced on November 4th by the current Provost and will be replaced on November 4th by the current Provost and return the training ship USS Newport to the Navy. Due to the passion and strategic thinking of the alumni of the time, they succeeded in securing the New York State involvement of the school, as New York City removed its interests. On November 1, 1913, the New York City Board of Education flag aboard the USS Newport was lowered and retired, to make room for the New York State flag that was proudly hoisted up the mast. With that act, the school lived on. Please turn to page 8 to read “FSMAA Preserves Maritime Education For Future Generations – 100th Anniversary” by our dedicated and well-informed Secretary, Earl Baim, Class of 1980.

I look forward to seeing you at our upcoming events:

Delaware Valley Chapter Holiday Party: December 18, 2013

The Biennial Awards Dinner: February 6, 2014

Planning is well underway for our Summer Golf Classic at Westbury Country Club.

We work on our database and new website continues.

So, what do you think of this 24-page Mariner in full-color, for your reading pleasure? Enjoy. And keep sending interesting material to our hardworking Editor Bridget (Meehanagh) Bendo, Class of 1996.

We would like your membership to be as meaningful and helpful to you as possible. What can the FSMAA do be as meaningful and helpful to you as possible. What can the FSMAA do to follow their inclinations and abilities.

Turn to page 4 to read the exclusive interview between the Mariner and Edward Villella.

Edward Villella

Emmy award-winning Edward Villella is America’s most celebrated male dancer. The artistry and virility he exhibited during his long career with the New York City Ballet and in concert appearances across the United States and Europe and on television did much to popularize the role of the male in dance. In 1985, Mr. Villella became the founding artistic director of the Miami City Ballet, which has won worldwide acclaim under his direction. In 2013, he returned home and resides in New York City with his wife Linda. For a fulfilling life, Edward Villella tells today’s cadets and students to follow their inclinations and abilities.

Find the Mariner’s exclusive interview with Edward Villella in the Summer 2013 issue – in print or online at www.fsmaa.org.

STEPHEN LYONS

Stephen Lyons joined Ford in 1972 as a truck design engineer and rose through the ranks in his 34 years which included his position as CEO of Ford Spain, and General Sales Manager for Ford and Lincoln-Mercury during which he was to sell 10,000 cars and trucks a day, six days a week. Mr. Lyons retired as President of the Ford Division and Group Vice President for all Marketing, Sales and Service. He attributes the hands-on aspect of our Fort Schuyler education as a major benefit that makes us problem-solvers and decision-makers, thus capable of contributing to an employer from our first day on any job.

In your service fraternally,

Charlie Munsch, Class of 1973
President@fsmaa.org

Ted Mason

Theodore (Ted) is Managing Director of East Wind Power Partners, Ltd. Over his career, he has been an influential part of developments in forest products, venture capital, aero-space, mutual funds, as well as independent power development. Ted has been on the Board of Directors of FSMAA since 1997, and has held almost every Officer role including Presidency (2002-2003). Members of the Board cannot remember a meeting that Ted has missed in those 16 years. He makes commitments to organizations and people, and these commitments are honored religiously. We at the FSMAA have the benefit of Ted’s commitment. As do the Navy League of the US, The Naval Reserve Association, The Maritime Industry Museum at Fort Schuyler, and the Maritime College at Fort Schuyler Foundation. Despite these commitments, Ted’s main priority is his standing Saturday date with his grandchildren.

See the Winter Mariner for the full interview.
After hearing alumni mention that the most famous Fort Schuyler alumnus is a ballet dancer, our interest was piqued to explore further. Edward Villella graciously opened his home in Manhattan to The Fort Schuyler Mariner for an enjoyable interview. We asked him questions about his life growing up in Bayside, Queens, attending Fort Schuyler and becoming a world-famous ballet dancer and ballet company director. Here we share some of the responses he told us.

An erotic encounter with Allegra Kent in Bugaku.

So, military college and nautical studies followed by a career in ballet…? Isn’t that the expected career path? (Grinning)

In your book, you relate the story about your parents’ insistence on your attending college, thus forging dance. Will you share that story and your background for our readers?

My mother was an orphan, my father was the youngest of nine; they both came from meager Italian-American backgrounds. My sister and I grew up in a typical blue-collar neighborhood with strong family values in Bayside, Queens. My mother felt that she had limited opportunity in life, so she was determined that her two children had the opportunity to rise to the next social level. To her, that meant ballet… for my sister. The problem was that when my father was at work in the garment center in Manhattan and my mother took my sister to ballet lessons within Bayside, I was left with the group of neighborhood kids hanging out in the street. One afternoon, when I was eight years old, during a street game called running bases, I had been hit in the head by a fast-pitched hardball and knocked out. I was delivered like a sack of potatoes to my house by my friends who dropped me off at the front door, rang the bell, and then ran like hell. My mother decided from that day on, I would be forced to join my sister in her ballet classes. I was steaming mad, not to mention concerned about my social position in the neighborhood. When I went to the lessons, I wore my baseball uniform and cap and brought along my mitt and bat. I entered the ballet school by walking backward up the two flights of stairs, hoping that it would look as if I were leaving the building to go play baseball, not entering the building to go point my toes.

Time passed, lessons continued, and I started to sense that I had raw talent for ballet. I began willingly to use my abundance of energy and ability to move and to jump, and I began to fall in love with the art form. I enjoyed the athletic physicality of dancing while simultaneously being able to speak with my body. I discovered I could fly in the air across a room, and, wow, was it a fantastic sensation!

Fast-forward a decade. Remember that my mother’s plan was ballet for my sister? Well, my father had a plan for me, and that was college. I would be the first person in the family to attend college. My father was embarrassed that his son wore tights. When my sister quit ballet and I graduated high school at age sixteen, I begrudgingly obeyed my father and agreed to go to college. I selected Fort Schuyler because the brother of my best friend was studying there at the time. I went up to visit the Maritime College one bright Saturday morning where we watched the Battalion formation. I was wonderfully impressed by the historical Fort and the splendor of all the uniforms. So, I agreed. But, my heart was elsewhere.

In your book, you have described Fort Schuyler as a prison. Tell us what you liked about it.

It was a prison! (Smirking). Especially to me at that point in my life. What can I say? The military aspect was very present at that time. We were incarcerated until the weekend. Once every four weeks, we had to stand watch, so we were deprived of liberty for that weekend. That’s confinement, and I felt it. The worst parts? I’d say the first reveille, and that first haircut.

I loved my classmates. There is a wonderful camaraderie that develops when a group of young people experiences something challenging together. We were all in it together, and I always felt that solidarity. We all looked out for one another, and that was a meaningful life lesson for me. I loved the cruises. To be seventeen and to sail to Europe on training cruises with friends was spectacular and opened my eyes to the world. The advantages of the Fort Schuyler experience – the structure, the discipline, the education, the travel, and the friendships – became obvious to me.

At Fort Schuyler, we worked hard and played hard. That also worked for me as a dancer. My philosophy is: “All work and no play makes for a dull dancer”.

On reflection, the discipline of the military aspect of my education at Fort Schuyler was quite complementary to the discipline required in ballet. As a dancer, you must acquire a specific technique that has within it its own alphabet, vocabulary and structure including specific parameters within which you operate. I learned how to manage my time between technique classes, rehearsals and performances. This obviously required a depth of commitment. When I turned 21 during my senior year at the Fort, I was offered a position as a dancer at the New York City Ballet. Even as my career started taking off, I was determined to complete my degree, and I felt satisfaction at the realization of the commitment that I made when I had first walked into the Fort.
How many hours a day did you devote to the art of dance? A normal day for a professional dancer starts with an hour and a half of company class during which the dancer articulates the entire technique and continues to investigate and advance the vocabulary of dance. That prepares him or her for six hours of rehearsal, broken up by a one-hour break. Beyond the technique, a professional dancer studies the score, choreography, music, as well as the manner and fashion of the time period. Classical ballet continues to evolve. In order for a dancer to have a comprehensive, ongoing understanding, his or her point of departure has to be inclusive of those developments. I was fortunate to be at the New York City Ballet, which was always at the forefront and cutting edge of the art form. The genius that I was exposed to were the choreographers George Balanchine and Jerome Robbins, and the brilliant composer Igor Stravinsky. To be in the presence of these geniuses required ongoing investigation and continual re-education to understand the new statements that their genius provided.

Dancing is amazingly analytical. We seek to make the unnaturally natural. We seek to have our gestures appear spontaneous. We must adhere to the positions, but more importantly, move through the positions and seek not just to dance the steps, but to dance the music.

What are your favorite ballets? I had the most fortunate repertoire in the world and danced through the positions and seek not just to dance the steps, but to understand the new statements that their genius provided. That preparation continued with images of eagles, matadors, soccer players, chariot drivers. The richness, virility and variety of those descriptions provided me quite a good, abstract sense of Apollo’s character. That immediately freed me from any preconceived Apolloan statements.

You have a remarkable ability of interpreting emotions and transforming them into movement. What goes through your mind when you are dancing? As little as possible. A dancer has to know the choreography so well that it looks like the movements are seamless and are conditioned reflexes. We achieve this by perfectly placing our bodies through the device of turnout - which allows us, for example, to attack with our feet, while still providing lyrical movements of the upper body. With this full internal understanding, we are freed from thinking our way through the role on stage, and can naturally become the character for the performance.

In your book, you write (p. 170) that in one section of “Brahms-Schoenberg Quartet”, you played “a forceful figure, aristocratic and refined, a nineteenth-century gentleman whose courtly demeanor hid reserves of power and masculinity that were unleashed during the variation”. Do you consider this dance as a metaphor for you as a dancer? That is one part of the metaphor. If you are portraying Nineteenth Century royalty, you must resist posing. Posing was a style that had been passed down to us; however, a contemporary approach to that characterization does not include forced grandeur. I took my point of departure from the observation that contemporary royalty does not behave in that manner; it is more of their own internal understandings and confidence in their exalted positions. I readily accepted that point of departure when I was asked to dance the role of the Balanchine-Stravinsky Apollo. I was neither influenced by sculpture nor trapped by the idea that a Greek God posed like a statue. When Balanchine was teaching me the role, the first thing he said to me was, “Think of Apollo as a race!” Balanchine’s description continued with images of eagles, matadors, soccer players, chariot drivers. The richness, virility and variety of those descriptions provided me quite a good, abstract sense of Apollo’s character. That immediately freed me from any preconceived Apolloan statements.

You have taught ballet at West Point – to football players, to gymmasts, to the lacrosse team, and found this experience very rewarding. Do you find ballet a useful means of achieving a unique strength that all athletes can benefit from? Ballet trains every part of the body – the left side and right side equally. That comprehensive training of the body is beneficial to any sport. Our training of the feet is critical to our endeavors. To understand the way ballet trains the feet is something, I think, that many athletes would benefit from. They are the platforms that support all gesture. This can help achieve a certain core strength that is beneficial and translatable to all physical activities.

You are the personification of the motto: Follow your heart, no matter what. We admire how you knew from such a young age what you wanted to do, despite great opposition from your own parents. What advice might you have for students today? I analyzed myself and knew in my heart and in my abilities what I was meant to do. After all, I’ve lived with myself a long time! To the Fort Schuyler cadets and students, I say: You are receiving and experiencing a certain solidity of education that allows you to think beyond the status quo. It’s a valuable base from which you have many possibilities – not only at sea. Try your best, finish your education there, discover yourself, and pursue your talents. Don’t force yourself. Rather, understand yourself. Not everyone is a rocket scientist or brain surgeon – or ship’s captain for that matter – or someone else’s vision of success. Analyze and appreciate your own inclinations and abilities, and pursue those as a career, and you will create a fulfilling life.

The FSMAA, and all of New York City, are happy to welcome home the boy from Bayside and his wife Linda and family. Thank you. It’s good to be home. We love the culture, the energy, the sharpness, the intelligence, even the idea of “A New York Minute”. Not a Miami minute; there’s no such thing as a Miami minute. I feel very comfortable and alive in this diverse neighborhood in Manhattan, where talent comes in every race, ethnicity and age. It is fascinating to see the contributions of every person in the neighborhood to the neighborhood itself, and to society.

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In 1912, following several financially difficult years for the New York Nautical School, America’s first Maritime Academy, founded 1874, the New York City Board of Education, the school’s steward since its inception, had had enough and decided to throw in the towel. The Board of Education moved to petition the New York State Government for permission to abandon its unusual school and return the training ship, the auxiliary sailing gunboat, USS Newport, to the Navy.

Consequently, at the beginning of 1913, the school’s Alumni Association, which had been in existence for ten years, stepped in. A coalition of interests supporting the school, many of which are still in business today and including the Navy League, was assembled by the Alumni Association. The Governor at the time, William Sulzer*, was a former Congressman who had supported the Maritime industry while in Congress.

Realizing that the State of New York had a much larger population from which to draw recruits, and far greater financial resources than the City of New York, the Alumni Association set about orchestrating a state takeover of the school. The Governor lent his support to this effort.

Meeting with, and gaining the support of the then Mayor of New York, the Alumni Association’s Board of Directors was able to have action stopped on the Board of Education-sponsored state bill, and have an amended version issued. This bill, which became Chapter 322 of the Laws of 1913, establishing the New York State Nautical School. This bill was introduced into the legislature in the Spring of 1913 and was enacted on April 17, 1913 and was to become effective upon action by the New York City Board of Education to close the school. Whether this is the only New York State law ever drafted by a college alumni association, we don’t know. In any event, it is a unique and rare accomplishment.

Subsequently, between May and July of 1913, agreement was reached between the Board of Education, the Governor’s Office, and the Secretary of the Navy, Josephus Daniels, regarding details of the transfer of the operation of the school and USS Newport.

And on November 1, 1913, in an elaborate shipboard ceremony celebrated at a Manhattan pier, (which was reported in the popular press throughout New York City and New York State, as well as the maritime trade press of the day), the oldest living graduate from the first graduating class of the school (1876) retired the New York City Board of Education flag and proudly hoisted the New York State colors. With this act, the New York Nautical School became the New York State Nautical School, thus preserving the school as a national asset for future generations.

The next time you stroll about campus, please take note that some of the campus streets and buildings you are passing were named after the FSMAA Officers and Board Members who had saved the school in 1913 - including Felix Reisenberg, the FSMAA President in 1913.

The Fort Schuyler Maritime Alumni Association, Inc. is an organization of graduates of SUNY Maritime College.

*As fate would have it, it turns out that Governor William Sulzer is an ancestor of our FSMAA Delaware Valley Chapter President, Art Sulzer, Class of 1974.

By Earl Baim, Class of 1980, FSMAA Secretary.

Sources listed on site: Large pic: Mike Green; Top pic (Plymouth): Tommy Trampp; Middle print: Robert Hurst; Bottom (Hamburg): David Asprey

USS Newport (IX 19)
Ex-PG-12
Ex-Gunboat No. 12

FSMA PRESERVES MARITIME EDUCATION FOR FUTURE GENERATIONS: 100th ANNIVERSARY
Maritime arbitration is used to settle disputes between parties to a maritime contract. In addition to the parties, similar to courtroom proceedings, key players include lawyers and witnesses. Of course, there are differences. In maritime arbitration, the roles of the judge and jury are filled by an arbitration panel and the proceedings do not take place in a courtroom. Proceedings may be held in a conference room at a law firm or conducted only on documents. In addition, the dispute may be before a single arbitrator or a two or three member panel.

In New York, the Society of Maritime Arbitrators (SMA) has a fifty-year history of providing arbitration services to the maritime and related industries. The SMA was established to promote sound arbitration, to establish ethical standards for its membership and to develop procedural rules for the conduct of arbitration proceedings. Since its formation, the Society has published nearly 4,200 awards. The latest Index and Digest of SMA awards (Digest 7) was released in May 2012 (www.smany.org).

Many Fort Schuyler graduates have participated as party principals, arbitrators or attorneys. Companies using arbitration come from all aspects of the maritime and related industries. They range from small shipyards to major oil companies. A partial list includes ship charterers, owners, insurance companies, shippers, liner companies, trading companies, yacht owners, salvors and others.

**TYPES OF CONTRACTS AND CHARTER PARTIES**

Contract disputes arbitrated by members of the SMA include more than just the traditional voyage or time charter. Some examples of contracts recently handled in SMA arbitrations include commodity sales contracts, salvage contracts, ship-repair contracts, container service agreements, ship sales, contracts of affreightment, ship management agreements and bunkers purchase agreements. Charter parties include, for example, the ASBATANKVOY, Baltimore Berth Grain Form, the NYPE time charter, ExxOnMobil VOY2000, GENCON and Phosphate Charter Party (FOSFO).

SMA arbitration panels normally are comprised of one’s peers in the industry—commercial people who apply their knowledge and understanding in what are often specialized areas. Unlike other forums, the roster of the SMA is composed of experienced commercial people well-versed in such maritime areas as charter parties, vessels and terminal operations, ship sales and purchases, cargo sales and purchases and ship construction and repairs. Members' expertise also includes stevedoring, cargo loss or damage, brokerage, agency, ship finance, engineering, naval architecture, surveying, salvaging, towing, maritime insurance and general average, collisions, liner agreements, management agreements, small craft and offshore drilling, to name a few. Expertise in more obscure or specialized areas is easily found from such a “pool” of professionals.

**SMA RULES**

The SMA has developed user-friendly rules which provide the means for having a streamlined, efficient arbitration. The rules have the unique feature of providing for the consolidation of arbitration proceedings involving similar factual or legal issues arising under separate but related contracts, for example, a common dispute between head owner and charter/charterer and sub-charterer. Consolidation, which simplifies the arbitration process, saves time and expense and avoids the possibility of inconsistent results from separate arbitration proceedings. Class action claims are prohibited under SMA rules.

Under the rules, parties may elect to keep an award private and confidential, in which case the award is not published. The rules also allow the claimant to appoint the second arbitrator if the respondent does not appoint a arbitrator after 20 days. SMA rules also provide for the award of attorneys’ fees and they recommend that the award be issued within 120 days of the closing of proceedings.

At the recent 2012 International Congress of Maritime Arbitrators held in Vancouver, SMA Past President Lucien Bulow delivered a paper on time and expense in New York SMA arbitration. The paper showed that in a review of about 170 consecutive awards, 13 percent of the awards were issued within 10 days; 39 percent of the awards were issued within 30 days; 80 percent within 100 days and 87 percent within 120 days. Dr. Bulow found that the remaining 13 percent resulted from various special situations.

Under SMA rules, arbitrators are empowered to award attorney fees and party costs whether or not the arbitration clause provides for such relief. In her survey, Dr. Bulow found that SMA arbitrators routinely award attorneys’ fees and party costs to the prevailing party barring unusual circumstances.

The SMA Rules for Maritime Arbitration can be found in the publication “Maritime Arbitration in New York—Fifth Edition (2012)” and on the website. The Rules for Maritime Arbitration cover all aspects of the proceedings and are designed to be user friendly and unambiguous. The rules are under continuous review by the SMA Rules committee, with input and comment from members of the New York City maritime bar and the Maritime Law Association. The publication also contains a model arbitration clause.

**THE POWERS OF SMA PANELS**

In New York maritime arbitration, which is governed by the Federal Arbitration Act, arbitrators have the power to order security. Parties can request an order for security and SMA arbitrators may order it when circumstances require. Attachment may be obtained at the start of the arbitration or at any time during the proceedings.

Speedy and immediate resolution of a dispute is often essential under particular circumstances such as impending bankruptcy of the other party, problems with cash flow, or a contractual crisis requiring immediate disposition to avoid ongoing or catastrophic financial consequences deriving from a breach of contract. SMA arbitration panels can easily be formed and briefed so as to render declaratory relief on short notice. In those special instances where time is of the essence, these panels are of invaluable assistance.

Another important benefit of New York arbitration is the finality of the award which is subject to judicial review only under the most limited circumstances. Courts in New York enforce arbitration awards in a simple summary procedure with the resulting judgment enforceable in the same manner as a court decision. This finality puts an end to a dispute, frees the disputants from being entangled in years of appellate proceedings as can happen in other jurisdictions. This helps contain the expense of obtaining a final, binding decision.

**SUMMARY**

Resolution of a maritime or other type of contract dispute using New York arbitration is swift and final. Such speed and finality can effectively reduce costs, particularly when compared to court proceedings, because the parties do not have to submit to overly lengthy and expensive discovery. The benefits of New York arbitration to the maritime community are many. With a history of 50 years, the Society of Maritime Arbitrators, Inc. continues to provide an essential service in the adjudication of disputes.

As Chief Judge Loretta A. Preska of the U.S. District Court for the Southern District of New York wrote in the Foreward to the Fifth Edition of the SMA’s publication “Maritime Arbitration in New York”:

“…the Society has demonstrated since its inception, when utilized properly, arbitration can provide a viable, affordable, and, most importantly, equitable resolution to commercial disputes. The Society’s Arbitration Rules foster a fair and efficient alternative to traditional litigation.”

**ALUMNUS SPOTLIGHT**

As M&O major, Austin Dooley, PhD, graduated SUNY Maritime in 1968. Shipping was good at the time and a week later, he was Third Mate on the SS Aloca Master, only to be bumped up to Second Mate when the ship had to ‘sail short’ on a trip to North Europe with military household goods. After working on the University of Miami’s research ship, sailing tankers and container ships off the board at the Washington Street MM&P hall, he started graduate school at NYU’s School of Engineering and Science. Graduating with an MS in 1973, he started in Maritime’s Science Department as an instrutor of meteorology and oceanography. Sailing with some old time ship masters was simple compared to the job interview with Dr. Degan! After earning his Ph.D at NTU, Admiral Kinney appointed him Chair of the Marine Transportation Department in 1979 when Professor Dutcher went on sabbatical. Austin left the college for the commercial maritime industry in 1981 and served as president of the Alumni Association from 1987 to 1989. He became a member of the Society of Maritime Arbitrators in 1993 and started Dooley SeaWeather Analysis in 1995. He has made more than sixty arbitration awards and is the immediate Past President of the SMA.

Austin met his wife of 44 years Paula at the Bronx Irish Center on Tremont Ave on one of the Saturday nights that the “Bricks” were playing. (Schuyler history fact: The “Bricks” was a rock and roll band formed by five cadets.) Paula and Austin reside on City Island, have two grown children Austin Paul, Class of 1996, and Siobhan-Marie. Paula and Austin have twin granddaughters Emma and Megan living in Rotterdam, whence they visit every chance they get.
The year was 1989 and I had just retired after a 35-year career as a manager in Marketing and Public Relations Departments, and I was living in the city of giants in the entertainment field – Orlando, Florida. Orlando was also where many TV/radio commercials, training films, and magazine/newspaper ads were produced, so I wondered what I could do to remain active, yet work on a part-time basis. I decided to find out what the entertainment business had to offer.

At the age of 61 years young, I enrolled in acting and voice classes, found an agent and soon went to work (part-time of course) as an actor, model and voice-over specialist. My wife finally had bragging rights that she was dating a model. After a few casting calls, I "got the hang of it" and for the next several years, landed parts in TV and radio commercials, training films, and photo shoots. Some were for local and some were for national markets. The castings varied as well, for sometimes I was cast as a lead and other times as an extra, sometimes as a solo performer and other times in a cast of dozens or more. One TV commercial was even produced in Orlando for the British market and I had to affect an English accent for my one line of conversation.

I was usually cast as a grandfather, albeit often as a doctor, college professor, business executive or a retiree. The assignments or shoots were usually in the Orlando area, but occasionally I was sent out of town for a day or two. The photo shoots were always interesting and fun, especially since they were a complete departure from what I had been doing for 35 years in my business career.

I was especially pleased one day to report as an extra for the movie Instinct which featured Sir Anthony Hopkins and Cuba Gooding, Jr. This shoot lasted three days and I was in two scenes with Mr. Gooding. The scene location was a prison yard; I played one of several prison inmates and Mr. Gooding played a psychiatrist.

However, my favorite gig occurred when I was cast as a retiree for a health insurance TV commercial. My on-screen wife and I, along with four other couples, were each assigned to individual sailboats and off we went to “work,” sailing all day on Tampa Bay. This shoot lasted three days at an upscale resort, my wages were $300 per day plus expenses, and in addition, my "wife" was an attractive senior lady who had as much fun as I did during the three days. How did I land this choice role? It was easy, thanks to my training at Maritime. The Casting Director asked each prospect to recount their nautical experiences, so after I told him of my 13 round-trip crossings of the Atlantic, as well as three round-trip voyages to the Far East, he was confident I could sail in Tampa Bay for three days without getting seasick!

Over the course of 15 years, I appeared in approximately 75 TV/radio commercials, training films, voice-overs and magazine/newspaper ads for clients including: Walt Disney World, Thrifty Car Rentals, Nokia Electronics, The Reader’s Digest, Ford, Dunkin’ Donuts, All State Motor Club, Olive Garden Restaurants, Acushnet/Titleist, Major League Baseball, and two TV ads for the National Football League.

Each shoot was exciting, fun, and paid on average about $140 per day. Not bad for a part-time job. However, my advice for anyone interested in getting into this line of work is: Don’t give up your day job!

After graduating from New York Maritime in 1947, Robert Barr shipped out with United States Lines for two years as a Jr. Third, then a Third Mate. He then enrolled in Miami University (Ohio) to pursue a Bachelor of Science degree in Marketing. Six weeks after graduating (and getting married to his college sweetheart), Bob was called up by the Navy, assigned to a ship and for the next two years, served primarily in the Far East.

After his release from active duty in 1954, Bob started his 35-year career in the Marketing and later Public Relations Department of the Eastman Kodak Company. His last assignment with Kodak was at Walt Disney World in Orlando. He and his wife Jean enjoy frequent visits by their three children and six grandchildren. As he figures out his next act, Bob spends his time taking pictures of his neighbors and friends, for he is the volunteer photographer for most of the activities that take place at his retirement community. He was the Co-Chairman of the 65th Reunion Committee of the Class of 1947, the Scissorbills.

If you have the good fortune to bump into Bob at a future Homecoming event, and you think that you have seen him somewhere before, now you know where… on the screen!
Greetings, Domers!

Let’s celebrate Homecoming Reunions by enjoying the smiles in these pictures. As sea stories were swapped and embellished with each passing year, everyone was taken back in time to their own cadet days at Fort Schuyler.

See you on February 6, 2014!

Sincerely,

Maggy Williams Giunco, Director
Maggy@fsmaa.org, 732-609-1192

Denise Tiernan, Administrative Assistant
Denise@fsmaa.org, 718-931-6887

Class of 1954 59-year reunion, Aug. 23rd – 26th, 2013 in Lexington, Massachusetts

The Class of 1954 held their reunion in Lexington Massachusetts from August 23 – 26, 2013. Seventeen classmates plus fifteen spouses or friends attended. Saturday was devoted to a historical tour of Lexington and Concord, followed by a dinner at Legal Seafoods. Sunday was spent in Boston, capped with a tour of Old Ironsides and dinner at Longfellows, Wayside Inn in Sudbury, MA.

A great time was had by all; our long-term friendships were renewed.

The election of class officers for the next two-year term was held on Monday. Jim Greaney is President, Dick Kidder is Vice-President and Jim Lynch continues as our Secretary/Treasurer.

In preparing for this reunion, we were informed of the passing of three classmates: Bruce Brittan in 2012, Henry Carl earlier this year, and Jim Dolan in Wilmington, NC this past August. We miss them all.

Submitted by Roger Wessel ’54

Class of 1958 55-year reunion, June 6th – 10th in Williamsburg, Virginia

The Class of 1958 held their 55th year reunion at the Fort Magruder Hotel and Conference Center in Williamsburg, Virginia from Thursday, June 6th, through Monday June 10th, 2013. Twenty-five classmates and twenty-two spouses or friends attended.

Highlights of the reunion included a visit to the Mariner’s Museum in Newport News, a reception and dinner at the Holiday Inn on Saturday, a banquet at the Conference Center on Sunday. Good music from the 1950s followed us throughout the reunion, although Len Black singing Danny Boy in the Hospitality Room was the most memorable.

The Class of 1958 started in September of 1954 with close to 200 boys, and graduated 80 men in 1958. Over the years, 17 classmates have passed on. Before the banquet on Sunday, there was a moment of silence and the ringing of the ship’s bell while the names of those 17 were read and thought of fondly.

The class is looking forward to their 60th reunion in New York City.

Submitted by Bob Lang

The reunion was coordinated by Bob & Amy Lang.

A toast was given by Rich Blattai, Ted Sergio, Neil Scale, Harry Rausch, Bill Coldwell, Tom Hancock.
ANCIENT MARINERS’ GOLF OUTING, SEPT. 20TH, 2013

DINNER CRUISE ABOARD AQUA AZUL, SEPT. 21ST, 2013

Class of 1968 45-year reunion, Sept. 21st on campus and aboard the dinner cruise

Class of 1983 30-year reunion, Sept. 21st on campus
Founded in 1979, utiliVisor is the leading energy advisory firm providing oversight solutions to mission-critical facilities, commercial offices nationwide and the marine market.

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Mariner Highlight: THE “THEN & NOW” PHOTO CHALLENGE

Titled “Give Me Liberty!”, this shot is from the 1964 Ville Franche cruise and recently converted from a 35mm slide by Harry Stumme, Class of 1965. Although Harry cannot definitively name the crew members, it is still a great shot. (Look out for your FSMAA prizes, gents!)

Domers enjoy a cocktail on Club Street in Singapore as they try to translate Singlish – in all its intricacies and charm. Will a new FSMAA chapter emerge in Southeast Asia? “Can or not, lah?” (L-R): Joe Megeed ’02 (Conoco Phillips), Don Moore ’00 (Nausch, Hogan & Murray), Ryan Peterkin ’02 (Heishmar), Catherine Mancuso ’04 (Heidenreich Innovations), Kyle Salvato ’06 (Polar Tankers)

MAY FAIR WINDS FOLLOW YOU IN YOUR RETIREMENT, CAPT. JOHN PIOTROWSKI, CLASS OF 1969!

Here at Sembawang Shipyards in Singapore this past summer, Capt. John Piotrowski ’69 had just completed his final voyage prior to retirement, delivering the 146,000 DWT crude oil tanker “Polar Resolution” from Seattle to Singapore via Honolulu. John has been a captain since before most of his shipmates were cadets! (L-R): John Dabbar ’82, Global Marine Manager, Joe Megeed ’02 Marine Superintendent, Kyle Salvato ’06 Marine Engineer, Capt. John Piotrowski ’69, Master, Polar Resolution

FAMILIAR FACES ABOARD THE BRIDGE OF THE M/V YORKTOWN

The M/V Yorktown is a US-flag cruise ship with Explorer Maritime Cruises managed by V. Ships USA whose headquarters are in Fort Lauderdale. The company prides itself on creating cozy environments for this vessel’s 187 passengers as well as diverse itineraries to quaint ports in the US and Canada. (L-R): Second Officer Connor DellBasso ’12 of League City, TX; Third Officer Rachael Friedrich ’11 of Nyack NY, First Officer Paul Kalapodas ’00, the FSMAA SE FL chapter President.
“KEEP CALM...AND TUG ON!”

Nose-to-nose pushing competition

...So says the T-shirts of the winning McAllister tug crews at the Working Harbor Committee’s 21st Annual North River Tugboat Race & Competition on the Sunday of Labor Day weekend 2013. Twelve tugboats raced along the Hudson River from Pier 1 at 72nd Street to Pier 84 at 44th Street. The retired fireboat John J. Harvey led the parade of tugs and created a beautiful backdrop. The Circle Line was present and filled with spectators who cheered for the McAllister Tug Bessarie who completed the race in five minutes. The Best Mascot award went to Buddy the donkey aboard the Miller Marine Services Tag Debra Miller.


ANNUAL CAMPING TRIP FOR 1989 CLASSMATES

(L-R): Classmates Frank O’Brien, Eddie Garcia, Drew Haritosides, Tony Munzi (and not pictured Mike O’Brien) and their families enjoyed a mini-reunion from August 8-11, 2013 at the Hershey Campground. Scuttebush has it that this group is growing and may try out a Vermont campground next year.

GENERATIONS OF EMPIRE STATE HOMECOMINGS

Gary Shultenbur, Class of 1986, welcomes home his grandson First-Class Cadet Matt Thomas, after Matt completed his final training cruise. Matt, Class of 2014, is an engineering major and a four-year member of Capt. Smith’s crew team.

TRIBUTE TO A BELOVED PROFESSOR, CAPTAIN HAP PARNHAM, 1928 – 2013

“By far, one of the all-time greats! A legend. Capt. Parnham made celestial navigation come alive. I hung on every word he said.”
— Jay Boyle, Class of 1983

• SUNY Maritime College Professor of Navigation and Nautical Science, 1956 - 1991
• Lecturer at American Museum of Natural History’s Hayden Planetarium, 30 years
• Free and Accepted Mason since 1952
• Longtime Treasurer of Maritime Industry Museum at Fort Schuyler

“Hap’s fulfillment came when a cadet learned. When someone truly understood a new concept – when it first clicked for that person – Hap was happiest. His memory and message will live on in the hearts and minds of the thousands of cadets he taught and mentored over his 35 years at Fort Schuyler.”
— Capt. Jim McNamara, Class of 1964