

NAVIGATOR

SPRING 2015 | SUNY MARITIME COLLEGE



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HIS ONE-YEAR
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NAVIGATOR

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ON THE COVER

Astronaut Scott Kelly '87 will spend the next year living in space, while his brother Mark remains behind. The identical twins will be compared for the long-term effects of space living on the human body. This issue of Navigator takes a look at where Scott Kelly got his start, and why he thinks Maritime College gave him an edge over the competition. **Read the feature story on pages 12-13.**

TABLE OF CONTENTS

From the President	2
Inauguration	4
Bouchard Simulation Center Grand Opening	6
Empire State VI Completes Dry Dock Maintenance	8
Veteran's Center Grand Opening	10
Cover Story	12-13
Homecoming	14-15
Faculty and Student Research Project	18-20
History	22-23
Athletics	24-26
Alumni Profile	28
Class Notes	30-31
In Memoriam	32

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The conference is jointly organized by the Danish Maritime Authority and IALA.

MARITIME COLLEGE

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FROM THE PRESIDENT

Dear Alumni and Friends:

As any deck or engine cadet – past or present – will tell you, the hands-on, operational training received aboard the Empire State training ship is an integral part of their career training. In the cover story of this issue of *Navigator*, Astronaut Scott Kelly '87, who soon will embark on a year-long mission to the International Space Station, cites his summer cruises aboard the Empire State as giving him a critical advantage after leaving Fort Schuyler.

None of us can imagine a SUNY Maritime College education that does not include real world experience aboard the training ship. But Empire State VI is long in the tooth, and her years are numbered. Planning for her replacement is critical to the College, the maritime industry, and the nation.

In February, President Obama's 2016 federal budget proposal to Congress contained \$5 million within the Department of Transportation budget for the design of the National Security Multi-Mission Vessel (NSMV), the replacement for the six state maritime academies' (SMAs) training vessels, beginning with our own Empire State VI.

The NSMVs are required to replace the aging fleet of training ships provided to the SMAs, which annually produce approximately 70 percent of the U.S. unlimited tonnage open ocean licensed mariners. The average age of these ships, which embark thousands of cadets each year, is 35 years. The oldest – T/S Empire State VI -- is 53 years old.

Without replacement ships, the SMAs will be unable to produce the licensed mariners the nation requires to meet national security needs, maintain defense readiness, support a growing maritime industry, and replace an aging workforce for our Jones-Act vessels.

In addition to training future licensed mariners, the NSMVs will be designed and commissioned as multi-mission assets to support humanitarian assistance and disaster relief (HA/DR) operations. Most of the existing training ships can accommodate more than 400 passengers, making them a unique part of the National Reserve Defense Fleet. Building a new class of vessels from the keel up provides the opportunity to include unique capabilities for HA/DR and ensures adequate berthing for responders.

The design and construction of the NSMV is a national imperative if the state maritime academies are to continue to produce the licensed mariners this country needs. In addition, this is a national moment in which we can highlight the importance of licensed mariners and the maritime industry to our national security and economy.

While we can celebrate this first milestone, there still is much work to do.

We will need "all hands on deck" if we are to be successful. I know that I can count on the support of the Maritime faculty, staff, students, alumni and friends

I hope you enjoy this issue of *Navigator*.

First and foremost,

RADM Michael Alfultis, Ph.D.



Maritime College has been ranked as a Best College in the Northeast by *The Princeton Review* for an eighth successive year.



The College is ranked for a second consecutive year as a *Military Friendly School* for 2015.



The 2015 rankings by *U.S. News & World Report* placed Maritime sixth among publicly-funded colleges in the North Region.



According to *PayScale, Inc.*'s 2014-15 College Salary Report, Maritime College has the highest-earning alumni of any state public college in the nation.



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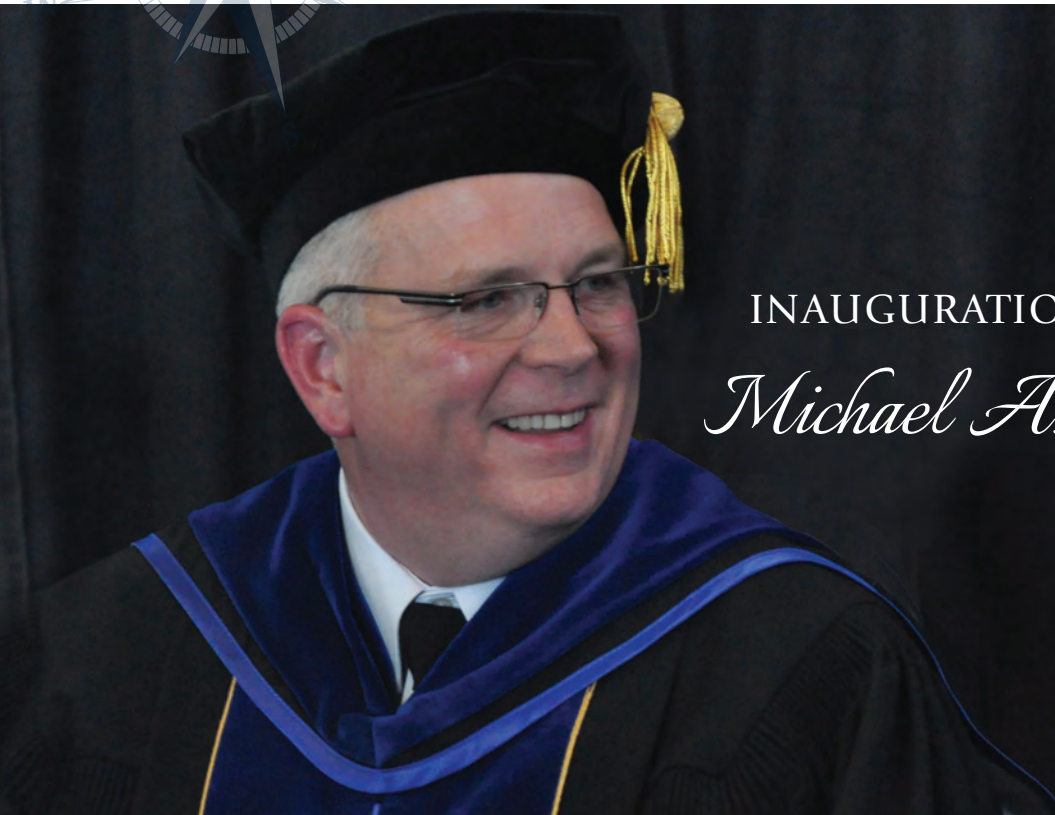
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RECENT NEWS



INAUGURATION OF REAR ADMIRAL *Michael A. Alfultis, Ph.D.*



With students, faculty, alumni and friends gathered together, SUNY Chancellor Nancy L. Zimpher officiated at the inauguration of Maritime College president Rear Admiral Michael A. Alfultis, Ph.D. on Friday, November 7 in the Maritime Academic Center. Dr. Alfultis was appointed president of the campus at Fort Schuyler by the SUNY Board of Trustees last June and began his Maritime presidential duties in mid-July.

Guest speakers at the investiture included: Mr. Joseph Belluck, Trustee, the State

University of New York, representing the SUNY Board of Trustees; Captain Robert E. Johnston, Class of 1969, President and CEO (Ret.), OSG-Overseas Shipholding Group Inc., representing the College's alumni; Christopher J. Wiernicki, Chairman, President & CEO, ABS-American Bureau of Shipping, on behalf of the maritime industry; Dr. Karen Markoe, Distinguished Service Professor, History Chair, Department of Humanities, representing the faculty and staff; and Andrew "Kent" Gilchrest, Class of 2016 President, Student Government Association, and Cadet 1/C Victor Deveso, Class of 2015, Regimental Commander, on behalf of the students. Captain Paul "Chip" Jaenichen, USN (Ret.), Administrator, Maritime Administration, delivered remarks from the Maritime Administration.

The three-day inauguration celebration highlighted the investiture of Dr. Alfultis as the College's 11th president, and of Maritime College's 140th anniversary year. The campus held educational, historical and celebratory activities, to honor Dr. Alfultis as its newest president, as well as to embrace the campus' time-honored traditions of Learning & Leadership. The Inauguration was sponsored by International Registries.

Inauguration week events kicked-off on Thursday, November 6, with a student lunchtime celebration at Vander Clute Hall, Mess Deck. That evening, an Inauguration/140th anniversary speaker series event, focused on leadership, maritime history, and current issues in the Maritime industry, was held in the new Maritime Academic Center. The series was sponsored by Wärtsilä. Following



the panel discussion, a 140th Anniversary Dinner Celebration was held in Vander Clute Hall, Special Events Room. The dinner was sponsored by Navios.

On Friday, November 7, a ribbon-cutting ceremony was held to formally open the new Maritime Academic Center at 9 a.m., followed by a continental breakfast, sponsored by EYP Architecture & Engineering.

Following the inaugural procession and ceremony, a post-inaugural reception was held in the Maritime Academic Center sponsored by U.S. Shipping Corp. An inaugural luncheon in the Special Events Room was sponsored by Chartwells.

The inaugural week activities concluded on Saturday, November 8 with a football game between Maritime and Norwich University.



140th Anniversary Speaker Series panel speakers included Matt McKenzie, Ph.D., Associate Professor of Environmental History at the University of Connecticut Avery Point; Sal Mercogliano '89, Ph.D., Associate Professor of History at Campbell College, Buies Creek, North Carolina; Jennie Speelman, Ph.D., Associate Professor of History at the U.S. Merchant Marine Academy, Kings Point, New York; and Joe Williams, Deputy Director, Greenwich Library, Greenwich, Connecticut and author of *Four Years Before the Mast*. The panel was moderated by Timothy G. Lynch, Ph.D., Provost and Vice President for Academic Affairs at SUNY Maritime College.

Bouchard Transportation Tug & Barge Simulation Center Formally Opens on Campus

With a neat snip from an oversized pair of ceremonial scissors, the College officially opened the state-of-the-art Bouchard Transportation Co., Inc. Tug & Barge Simulation Center before a crowd of more than 100 students, faculty, staff, elected officials and industry leaders, last fall.

President Alfulitis was joined at the ribbon-cutting event by Congressman Joseph Crowley (NY-14); Assemblyman Michael Benedetto (82nd AD); Bouchard Transportation Co., Inc. President and CEO, Morton S. Bouchard III; his sons, Morton S. Bouchard IV and Brendan Bouchard; and Capt. Eric Johansson, professor of Marine Transportation and Professional Education at the College.

Made possible by a generous donation from The Bouchard Transportation Co., Inc., the Tug and Barge Simulation Center boasts the latest in Kongsberg Polaris Bridge simulation technology, and utilizes an industry-inspired bridge console arrangement, with the latest

hydrodynamic ship models and exercise areas. The Center offers full mission bridge simulators, instruction stations, and a debriefing area, where instructors can discuss topics including navigation, seamanship and bridge resource management skills; all required in the operation of tugs and barges.

Training at the Center ensures that students enrolled at the College, as well as professional mariners, are well-educated and trained in a controlled environment. Attention is given to the complexities of operating tugs and barges, ranging in size from 3,000 to 12,000 horsepower, carrying all types of commodities.

Bouchard Transportation Co., Inc. has a wonderful history with SUNY Maritime College. Each year it awards scholarships to several deserving students. The company employs many Maritime alumni following their graduation. The Bouchard Transportation Co., Inc. Tug & Barge Simulation Center is the latest example of its generosity bestowed upon the campus.



Pictured here (L to R) are Morton S. Bouchard IV, Morton S. Bouchard III, Congressman Joseph Crowley, RADM Alfulitis, and Brendan Bouchard prior to ribbon cutting.

MARITIME ACADEMIC CENTER OPENS TO RAVE REVIEWS

As the newest addition to the SUNY Maritime College campus, the striking Maritime Academic Center is open to students, alumni and professionals for learning and holding conferences.



Situated at the confluence of the Long Island Sound and New York City's East River, the Center serves as a welcoming beacon to the many vessels that sail past each day. For those inside, the wall of windows across its Atrium provides a direct, line-of-sight to the maritime activity on the water.

By some estimates, the MAC represents the most-technologically sophisticated structure in the SUNY system. It is a symbol of the continuing growth and development on the college. By adding more than a dozen instructional spaces to the campus' facilities, the Center allows Maritime College to reach new audiences in a variety of ways: through distance education; simulcast lectures; simulated desktop exercises; and through a variety of other online tools.

The true beneficiaries of the Center are the students and faculty who use the building each day. More than one-hundred sections of some 75 courses are offered in the building, starting at 8 a.m. and running until 11 p.m. The common spaces—the lounges and the Atrium—provide a focal point for students between classes.

Available for use by outside companies, the generously-proportioned multipurpose room and break-out rooms provide a gathering space for larger groups.

The Maritime Academic Center announces the campus as committed to remaining *First and Foremost* in providing maritime education, and that Maritime College is leveraging the *Power of SUNY* to deliver a world-class education to meet the needs of the 21st century workforce.



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EMPIRE STATE VI COMPLETES DRY DOCK MAINTENANCE

EMPIRE STATE was in dry dock at the GMD facility in the Brooklyn Navy Yard from mid-October to late December for its tenth Special Class Survey; an extensive hull and machinery inspection required by the American Bureau of Shipping (ABS). The U.S. Coast Guard also conducted various inspections and tests as required by its regulations.

The survey of the hull and above deck included UTC gauging to determine structural thickness and overall steel condition. Full inspections and gauging were conducted of all ballast, fuel and water tanks, and additionally, all void spaces and cofferdams were examined, as required. Additionally, sea chests were visually inspected and all sea valves were removed to test for water tight integrity. A full, high-pressure hydro-blast of the underwater hull was conducted, anti-fouling coating

was applied, and all zincs (anodes) were renewed on the hull and rudder (see pictures).

In addition to the statutory requirements carried out during the inspection, all engine room and shaft alley tank top areas underwent a full high-pressure blast and mechanical steel preservation. Primer coat and full-surface coating was applied and any suspect steel was renewed.

During the extended yard period, the vessel also experienced the final phase of a separate "Material Condition Survey/Assessment," which was carried out by ABS Group Consulting. Primarily, this survey determined the overall material condition of EMPIRE STATE VI and secondarily, the costs associated with maintaining the vessel under class for the next five-to-ten-year period.



PROPOSED FEDERAL BUDGET INCLUDES FUNDING FOR DESIGN OF NEW VESSEL

The acquisition of a new training vessel has been talked about and studied for many years. The TS Empire State VI, in her 53rd year, cannot comply with federal and international environmental regulations, and may not be useable as a training platform without costly modifications. These issues may become particularly relevant when the current Coast Guard certificate of inspection expires in 2019.

When RADM Michael Alfultis, Ph.D. was appointed president of SUNY Maritime College in June 2014 by the SUNY Board of Trustees and the Chancellor, it was made clear that one of his top priorities needed to be the replacement of the Empire State VI. Since assuming the presidency in July, 2014, he has been working with MARAD and the other State Maritime Academy presidents to gain congressional support for a replacement for the Empire State and the other academy ships whose average age now is more than 36 years.

In the past, state maritime academy (SMA) training ships were selected from among the National Defense Reserve Fleet and converted into training vessels with funds provided by congressional earmarks. This option no longer exists for two reasons. First, the era of earmarks is over and second, the number of suitable vessels in the Reserve Fleet is extremely limited. As such, MARAD is proposing an entirely new approach to recapitalize and replace their training ships: replacing all the SMA training ships with a class of five National Security Multi-mission Vessels (NSMVs), which will be used for both humanitarian/disaster relief and as SMA training ships.

With the strong support of Administrator Paul "Chip" Jaenichen of the U.S. Maritime Administration, RADM Alfultis and the SMA presidents are building a national coalition to gain federal government backing for the NSMVs. Their efforts, and the collective efforts of numerous elected

officials, the maritime industry and union leaders, are starting to pay dividends. President Obama's FY'16 budget included \$5 million for the design of five NSMVs. The first of those vessels would replace TS Empire State VI.

While there is still a wide sea to cross before the NSMVs are fully funded and built, this first milestone of seeing the design funds included in the President's budget would not have been possible without the support and hard work of MARAD and our congressional partners, particularly Senator Charles Schumer, Senator Kirsten Gillibrand, and Congressman Joe Crowley of New York. The College is extremely thankful for their efforts.

In addition to these key elected officials, Admiral Alfultis has met with U.S. Senators Susan Collins (R-ME), Lamar Alexander (R-TN), Mitch McConnell (R-KY), Bill Cassidy (R-LA), Roger Wicker (R-MS) as well as U.S. Representatives Joe Courtney (D-CT), Dan Benishek (R-MI), Lee Zeldin (R-NY), John Garamendi (D-CA), Duncan Hunter (R-CA), Mario Diaz-Balart (R-FL), Steven Palazzo (R-MS), Lee Zeldin (R-NY), and staff members from numerous House and Senate offices and committees.

The Admiral also met with and gained the support of the Navy League of the United States, the Shipbuilders Council of America, maritime union leaders including, Paul Doell, National President of the American Maritime Officers, Tom Allegretti, President of the American Waterways Operators, Marshall Ainley, President of Marine Engineers Beneficial Association, and Donald Marcus, President of Masters, Mates and Pilots.

As we move forward it will be vitally important for all SMA alumni and industry friends to contact members of Congress in support of the NSMV program. We will be posting and emailing a template you can send to your elected officials to support this effort.

Cadets were on board and assisting during the tow, both to Brooklyn and back to campus, and also worked at the yard assisting with some of the unique maintenance that occurs only in dry dock. In addition to current student involvement

during the dry dock period, several alumni assisted in the project.

Special recognition goes out to the dedicated and hard-working ship's staff: Captain Richard S. Smith '81; Chief Mate

Matt Mahanna; Chief Engineer Gene Ennesser; 1 A/E Ron Siegmann; 3/M Tom Freeman; 3/M Vinnie Canale; 3A/E Ed Madigan (Electrician); Deck Mechanic Sal Ergin and GSU Vinnie Elliot.



RECENT NEWS

CLASS OF '63 CUTS RIBBON TO OPEN SUNY MARITIME CAMPUS VETERAN'S CENTER



Members of the Class of 1963 were on hand to cut the ribbon, marking the formal opening of the SUNY Maritime College Veteran's Center, located on the ground floor of Vander Clute Hall in early March. They were joined by a supportive cast of more than 100 students, faculty, staff, veterans and friends.

Members of the class cutting the ribbon were: Charles DiGiovanni, Ray Kadingo, Norman Maender, Joe Maurelli, Paul Narbut, Alan Ross, Robert Tambini, and Len Weinberg.

Last August, the Class of '63 presented President Alfultis with a check for \$30,500 to establish the on-campus center. The funds were used to renovate and improve the space formally used as the campus mailroom. The Center provides students who are veterans with a place to relax, socialize, and learn about assistance specific to veterans.

Maritime reaches out to alumni, industry partners and prospective students in the Sunshine State

RADM Alfultis recently spent a week making the rounds in Florida to meet with alumni; build partnerships with industry leaders; and visit several maritime high schools to foster an interest in SUNY Maritime College.



1 The Class of 1958 recently held its 16th consecutive mini class reunion in Sarasota, Florida. Shown here (L-R) are: Allen Bosch, Neil Scala, Dom Fortunato, Bill Caldwell, RADM Alfultis, Tom Hancock, Bill Sanchez, Rod Coderre, Bill Bengal, and Bob Green.

2 "The Ladies of the Class of '58." Most of them have been with their husbands since the time they were attended Maritime.

3 ZF Marine Propulsion Systems, LLC hosted an alumni reception in Miramar, Florida. Shown here (L-R) are: Richard Merhige '83, Tom Krigger '87, RADM Alfultis, Paul Kapapodas '00, and Edward Schwarz, ZF representative.

4 RADM Alfultis meets with Tom Hinderhofer '07 at the Royal Caribbean headquarters in Miami, Florida.

5 Tour of the Port of Jacksonville by the St. John's Bar Pilot Association. Shown here (L-R) are: Peter Baci '69, Tim McGill '89, RADM Alfultis, Maritime College Associate Director of Alumni Relations Ashley Scotti, Jack Craft '70, and Nick Orfanidis '73.





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SCOTT KELLY '87

HIS ONE-YEAR SPACE MISSION



Photos courtesy of NASA.

In late March, NASA astronaut, Scott Kelly '87, along with two Russian cosmonauts, launched into space from a facility in a remote section of the Republic of Kazakhstan in central Asia. Kelly will spend the next year living and working aboard the International Space Station (ISS).

While living aboard the ISS, Kelly and his identical twin brother, Mark, a retired astronaut who will remain at home in Arizona, will be studied and compared against the other to determine the effects of extended living in space. NASA will monitor the twin astronauts, comparing any genetic differences between them, as part of a series of selected investigations to be conducted throughout the year-long mission.

"These investigations will provide broader insight into the subtle effects and changes that may occur in spaceflight as compared to Earth by studying two individuals who

have the same genetics, but are in different environments for one year," says NASA on its website.

Examples of the investigations to be conducted include: Human Physiology -- how the spaceflight environment may induce changes in different organs like the heart, muscles or brain.; Behavioral Health -- the effects spaceflight may have on perception and reasoning, decision making, and alertness; and Molecular/Omics -- how stressors like radiation, confinement and microgravity prompt changes in biological samples like blood, saliva, and urine.

Scott Kelly's "twin mission" along with his brother Mark certainly puts an entirely

new spin on an old NASA program named, "Gemini."

Navigator spoke with Captain Kelly in January about his upcoming mission, how his education and training at Maritime College helped prepare him for the mission, and what it means to today's students.

Kelly spoke about how the young man, originally from West Orange, New Jersey, and who graduated from Maritime College 28 years ago this May, was able to fly into space several times, and who now finds himself the focus of a year-long scientific study that has the potential to affect future space travel, including a mission to Mars.

"I went to Maritime to be a member of the Navy ROTC there. After my graduation, I became a Navy F-14 pilot and then a test pilot. Later, I applied to be an astronaut. Through a combination of hard work, being prepared, a little luck, and timing, it allowed me to get accepted into the astronaut program in 1996.

"Then, after my three previous flights, this one-year mission came up. There were a bunch of us eligible to be assigned to it. There were several other contributing factors, but ultimately I was the person selected for it.

When asked if becoming an astronaut was something that he thought much about while he was a cadet at Maritime College, Kelly responded with a funny story dating back to his earliest days on campus.

"My roommate, Bob Kelman, with whom I'm still friends, tells a story about how when we met the first day of MUG summer, he asked me what I wanted to do when I got out of there (Maritime College). I replied, 'I want to be an astronaut.' He laughed at me. It was kind of a smart aleck remark," Kelly recalls. "I don't remember saying that, but that's what he (Kelman) says. He swears by it."



But Kelly acknowledged that becoming an astronaut was, indeed, something that had crossed his mind.

"Being an astronaut certainly was something I was interested in doing back then. But at the same time it was a rather lofty goal. But if you don't have lofty goals you often don't go anywhere in life."

Captain Kelly is very appreciative of his education from Maritime, particularly his time within the Regiment of Cadets and summers aboard the training ship, and the advantages it afforded him in his career endeavors.

"I thought going to school at Maritime College gave me somewhat of a critical advantage that some people who went to the Naval Academy didn't have. At Maritime we learned to work in a very



"Being an astronaut certainly was something I was interested in doing back then. But at the same time it was a rather lofty goal. But if you don't have lofty goals you often don't go anywhere in life."




Scott Kelly (left) and his identical twin, Mark, will be the subject of a year-long study on the subtle effects and changes that may occur in spaceflight versus on Earth of genetically-identical individuals.

operationally-oriented environment. You are working in a stressful environment that has real implications for the safety of yourself, your crew mates, and the vessel. Operating the training ship during the summer cruises, it gave us a higher level of responsibility. Then, when they get into the military, as was my case, and flying airplanes, I already had experienced operational work situations that the others didn't have.

"Now granted, it's on a much different level of what I currently am working with, but it certainly was a good stepping stone to being in the Navy and learning how to fly airplanes. There are good parallels there."

When asked what a current student at the College might take away from his year-long NASA mission, Kelly responded that while the "twin mission" might not have any direct correlation to what a Maritime student is studying in the classroom, it might inspire them to work hard to be a successful scientist or engineer someday, perhaps as an operational member of the U.S. military.

"Like a lot of people who have been successful in their careers, it is somewhat of a step-by-step process. Assuming you are performing well, doing your best, and you have the opportunity, you can be successful."



HOMECOMING

HOMECOMING WEEKEND | Friday and Saturday, October 24-25

Honoring the Classes of 1949, 1954, 1959, and celebrating the 50th anniversary of the Class of 1964

A wave of alumni came back home to Fort Schuyler for Homecoming Weekend 2014 and were welcomed with crisp, sunny skies, many familiar faces, and great memories.

The weekend began with a 50th Anniversary breakfast for the honored Class of 1964 held in the class' Mess Deck, now the main reading room of the Stephen B. Luce Library. Meanwhile, nearby in Fort Schuyler, the classes of 1949, 1954, and 1959 held reunion breakfasts in the Hall of Honor.

Members of the Class of '64 led the way through the Sally Port began the very special ceremony which included the Pass in Review

and induction of the 2014 Heritage Hall Inductees.

A special presentation to the College in the amount of \$35,000 was made by Donald Pennial, representing the Class of 1949. The proceeds of generous donation were used to construct the new Learning Center located on the ground level of Vander Clute Hall, with a commanding view of Long Island Sound.

Other alumni classes in attendance that day were those of '52, '57, '58, '65, '69, '84, '94, '99, and others. The Classes picnicked and tailgated prior to the gridiron match-up between the Privateers and the Becker College Hawks. Maritime prevailed, 13-6.

For information on **2015 CLASS REUNION** (graduating class ending in '0' or '5'), contact Ashley Scotti at ascotti@sunymaritime.edu





2014 HERITAGE HALL INDUCTEES

Captain Robert Cook '80 was one of the first African American Marine Pilots in the United States in modern times when he became a partner in the Pilot's Association for the Bay and River Delaware in 1993. Captain Cook currently sits on the Board of Directors of the Maritime Academy Charter School, Grades 4-12, in Philadelphia, and supports numerous environmental and social economic causes.

Captain Arthur H. Sulzer '74, USN (ret) has been President of Arthur H. Sulzer Associates, Inc. since 2001. He later joined with several colleagues from Philadelphia to open Maritime Academy Charter High School. Dr. Sulzer was nominated by President Obama and confirmed by the U.S. Senate to a 5-year appointment on the Saint Lawrence Seaway Advisory Board, and sworn in January 2013.

Captain Howard Wyche '79 became the first African American accepted as an apprentice to the Pilot's Association for the Bay and River Delaware in 1980. While serving as an

apprentice pilot, Wyche worked as a tug boat Captain. In 1984, Captain Wyche became one of the first African American Marine Pilots in the United States when he became a partner in the Pilot's Association for the Bay and River Delaware.



(L-R) Captain Arthur H. Sulzer '74, Captain Robert Cook '80, Captain Howard Wyche '79, and RADM Michael Alfultis.



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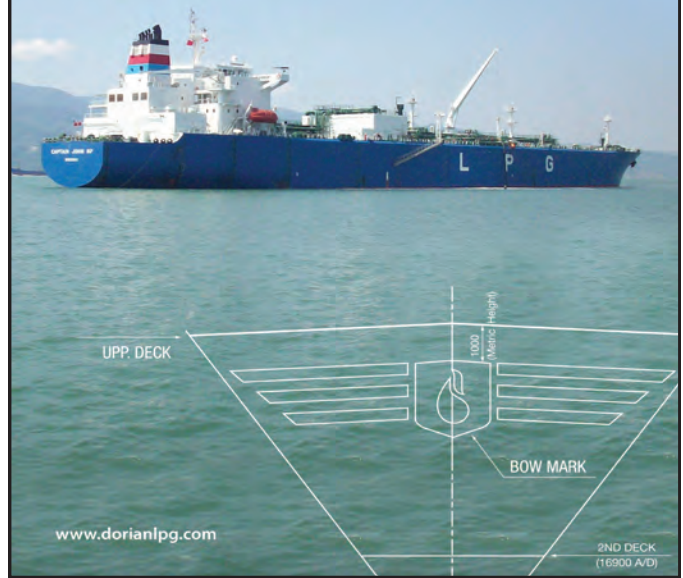
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FACULTY & STUDENT RESEARCH PROJECT

AMBIENT VIBRATION MONITORING OF OFFSHORE EQUIPMENT BEING STUDIED BY MARITIME COLLEGE RESEARCH TEAM



Dr. Daniel Fridline, an assistant professor of Mechanical Engineering and Dr. Neveen Shlayan, an assistant professor of Electrical Engineering have received a \$65,000 grant from the American Bureau of Shipping (ABS) to develop a program for inspecting underwater drilling equipment and gathering and maintaining information about the equipment's structural well-being, all while the equipment remains in service and fully-operational.

Along with 10 undergraduate research assistants, Drs Fridline and Shlayan are developing a periodic or continuous survey and inspection method using ambient vibration monitoring while the physical asset (e.g., drill ships or drill rigs) they are monitoring, still is operational. It is hoped that the survey can provide information about the equipment's current state of structural health, establish a baseline survey, and provide information on specific locations where more detailed inspection is required.

ABS has funded the two-phase study with \$22,209 in December 2013 for the first-phase of the study, and an additional \$42,906 last August for the second phase.

Since its founding 1862, ABS has set the

standards for, and promotion of, maritime safety through marine and offshore classification services to verify that marine vessels and offshore structures comply with established rules for design, construction and periodic survey.

Drs. Fridline and Shlayan had an opportunity to meet and discuss their research with ABS Chairman and Chief Executive Officer, Christopher J. Wiernicki, when he visited the SUNY Maritime College campus in October.

PHASE I

From an operational and economic standpoint, the necessity to remove assets from service to facilitate detailed integrity inspections becomes prohibitive. As such, there is a strong desire to reduce or eliminate the need for taking assets out of service for survey and inspection.

A program of periodic or continuous survey and inspection methods such as ambient vibration monitoring -- while the asset remains operational -- can provide information about its current state of structural health based on an initial baseline survey. Additionally, the monitoring information can be coupled to advanced numerical models (e.g., finite element methods) to identify locations

where a more detailed, human survey or inspection, is required.

The Phase I proposal was a preliminary investigation and survey of existing monitoring techniques that could be applied to offshore structures. A numerical (finite element) model of a typical offshore platform was developed and used as a tool toward the identification of vibration characteristics of the structure. The model was then used as a tool for decisions regarding suitable sensor systems (discrete accelerometers, fiber optic networks) for deployment on a future add-on proposal.

During Phase I, three Mechanical Engineering students and one Electrical Engineering student worked on the project as part of a research course. The student assistants were instrumental in researching the current state of technology in the space of sensors, sensor systems, and wireless sensing networks, and developing baseline structural dynamic models of typical offshore systems (e.g., a wind turbine tower and a semi-submersible drill rig).

At the completion of Phase I, the research assistants successfully delivered a summary report of their findings to ABS, which enabled the acquisition of Phase II funding.

PHASE II

The second phase proposal is for the further development of algorithms for dynamic system parameter estimation, damage detection, and optimal sensor placement. These algorithms will be tested using a full-scale prototype, which will be an actual, readily-available, and accessible marine structure (e.g., mooring dolphin). Mathematical modeling and finite element modeling will be used as tools for determining system parameters and the identification of damage states.

Two senior class mechanical engineering students enrolled in Dr. Fridline's Vibrations class are learning the theory behind the work being performed during Phase II of the project. Their project participation will allow them to gain an increased knowledge of the field of vibration analysis, as applied to marine and offshore structures.

Four electrical engineer students also are working on the Phase II proposal as part of an independent study. They are tasked with developing a wireless sensing network with a data acquisition system for structural health monitoring. The research assistants also are working on a prototype of individual units that eventually will be networked, as well as the development of algorithms to optimize the number and location of sensors for any offshore structures.

These tasks requires the students to learn advanced control theory, programming skills, embedded electronics, databases, as well as reading and writing academic papers.

WHAT IS AMBIENT VIBRATION MONITORING?

Measurement and analysis methods based on the dynamic characteristics of a structure, provides a rapid, non-invasive and cost effective method for the diagnosis of existing structural conditions.



Dr. Neveen Shlayan (left) and Dr. Daniel Fridline (center) discuss their research with American Bureau of Shipping Chairman and Chief Executive Officer Christopher J. Wiernicki, when he visited the campus last fall.

MEMBERS OF THE RESEARCH TEAM

Dr. Daniel Fridline – Principal Investigator

Dr. Fridline's area of expertise includes computational solid mechanics with a focus on structural health monitoring of civil infrastructure and offshore/marine structures. He has been active in the area of Ambient Vibration monitoring, and has been involved with research in the areas of fatigue and fracture of metallic and composite aerospace structures, as well as the development of structural health monitoring systems as applied to aerospace structures (airframes), civil infrastructure, and offshore/marine structures.

Dr. Neveen Shlayan – Co-Principal Investigator

Prior to joining SUNY Maritime, Dr. Shlayan conducted research at Philips Research, University of Nevada-Las Vegas (UNLV), and the Singapore-MIT Alliance for Research and Technology (SMART). Her work dealt with several aspects of Intelligent Transportation Systems (ITS) and energy efficient buildings, namely, smart cities, performance measurements, and Mesoscopic traffic simulations. As a part of the smart cities project, at Philips Research, Dr. Shlayan worked on optimization, analysis, and control of large networked lighting systems and parking structures employing macroscopic traffic models.

UNDERGRADUATE RESEARCH ASSISTANTS

Mechanical Engineering Student Researchers

Theresa D'Amore '14, Salisbury Mills, New York
Michele Ladd '14, Mineola, New York
Yoav Schiff '14, Bronx, New York
Eric Markiewicz '15, Clifton Park, New York
James Vandenplas '15, New York, New York

Electrical Engineering Student Researchers

Richard Schaefer '17, Morris, Illinois
Donnell Grant '15, Saratoga Springs, New York
Alexander Shimizu '15, Hawaii
Andrey de Souza, Formiga, Minas Gerais, Brazil
(Foreign Exchange Student)
Pedro Jorge Freire de Carvalho Souza, Recife, Pernambuco, Brazil
(Foreign Exchange Student)

It also enables the owner of the asset to make informed decisions about maintenance actions.

The basis for dynamic-based methods lies in the idea that every structure has a typical dynamic behavior termed the vibrational signature. Any changes in a structure, such as damage leading to a decrease in its load-carrying capacity, have an impact on the dynamic response of the structure. Measurement and analysis of the dynamic response characteristics of a structure enables an evaluation of its quality and structural integrity, and makes it possible to obtain knowledge of its current operational conditions.

(Continued on next page)



Dr. Shlayan examines a monitoring sensor with research assistants Alexander Shimizu (left) and Donnell Grant (center)

During the past 15 years, dynamic characteristic monitoring systems have been developed and successfully deployed on engineering structures, such as wind towers, bridges, buildings, dams, chimneys, cooling towers, and roadway structures. They are independent of construction methods and material systems.

A major advantage of these dynamic methods is the non-invasive application of the technology, which allows for monitoring of situations where visual inspection is difficult, or impossible. Combined with traditional inspection methods, the information provided by dynamic methods allows for an accurate condition assessment and remaining lifetime prediction.

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*This excerpt from Joseph Williams's *Four Years Before the Mast: A History of New York's Maritime College* describes the events of the cruise of 1915, the only time in its history the training ship visited California and Hawaii.*

The Pacific Cruise of 1915

When Frederick McMurray (Class of 1896) became superintendent, the immediate question was what to do about the annual cruise since war raged in Europe. The decision was to send the Newport on a cruise to the Pacific. It would be good publicity, a great opportunity for the students to see the newly opened Panama Canal and attend the Panama-Pacific Exhibition on the West Coast.

The Newport departed New York on May 4, 1915. After stopping at Saint Thomas in the West Indies, the ship reached the Canal Zone on May 26th.... Slowly, the vessel wound its way through the narrow passage, and on May 31st, for the first time, New York's training ship entered the Pacific Ocean. McMurray sailed directly to Hawaii, another first since no ship until that point had made the transit from Panama to Hawaii without stopping at California first.

Along the way, the Newport was hit by powerful gales. The rain fell in violent sheets. Many of the 103 cadets aboard fell violently seasick. Despite their condition, McMurray called all hands to reduce sails. This did not prevent the outer jib stay from being carried off by the wind. Throughout the night, the cadets remained up and on watch



Color postcard of the schoolship Newport. Photograph provided courtesy of the Stephen B. Luce Library Archives, SUNY Maritime College, Bronx, NY.

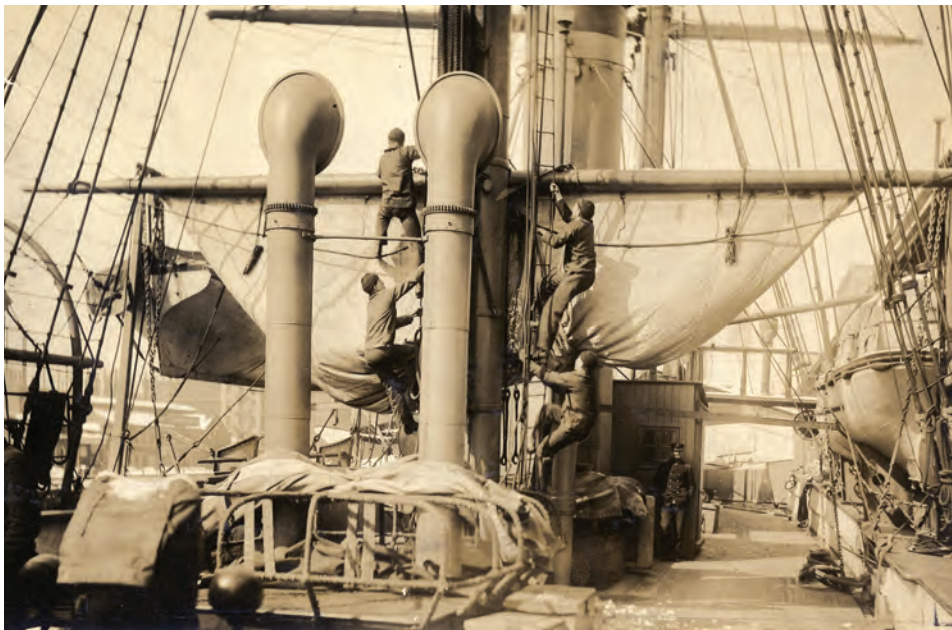
as they battled the storm. The next morning, the weather moderated, and on June 30th the Newport reached Hilo, Hawaii....

The Hawaiians eagerly welcomed the schoolship. The cadets toured the islands, visited a sugar plantation and saw Mount Kilauea.

McMurray allowed all the cadets to go to the famous volcano, even those who were being punished due to poor behavior or grades. "I thought no one should miss it," he told his mother. "It is much better than Dante's Inferno."

McMurray thought Hawaii was a delight. "We found the sights more splendid than anything we ever saw in our European trips." One newspaper reported that the cadets had a "bully time." The Outrigger Club at Honolulu taught the cadets how to surf at Waikiki Beach, and in exchange, islanders were given tours of the ship.

After Hawaii, McMurray turned the ship homeward and stopped at the ports of San Diego and San Francisco, where the cadets visited the Panama-Pacific Exposition.... As in Hawaii, people came aboard the Newport for tours. In fact, the schoolship's stay excited



Cadets at work on the main deck of the schoolship Newport. Photograph provided courtesy of the Stephen B. Luce Library Archives, SUNY Maritime College, Bronx, NY.



Frederick McMurray and his officers. From left to right: Clarence D'alton (surgeon), C.E. Littlefield (executive officer), Thomas W. Sheridan (navigating officer), Frederick McMurray (superintendent and commanding officer), F.R. Nichols (instructor), C.H. Matthews (Chief Engineer). Photograph provided courtesy of the Stephen B. Luce Library Archives, SUNY Maritime College, Bronx, NY.

efforts to create a California nautical school. After the Newport's visit, the San Francisco Call wrote, "The wind calls, the sea sings, the tide of courage and the love of adventure rises high in the heart of youth—California needs the merchant marine and the merchant marine needs California." The San Diego Union wrote, "When one considers all the advantages from such an institution, it appears strange that California has not done as New York and Massachusetts have."

McMurray was optimistic about the success of his cruise despite three cadets deserting at Cristobal, Panama. He wrote that two of them were expected to desert and that the ship was "better off without them."

To keep costs down, McMurray stopped at the Navy shipyard on Mare Island off San Francisco for inspection and free repairs. This cost the Newport precious time. When McMurray brought the ship to the Panama Canal on September 20, 1915, they found that landslides had choked the waterway just a week before. The Newport was stuck on the wrong side of the Canal at Balboa. McMurray waited to see when it would reopen. Boats dredged the canal, but it only caused more material to slide into the waterway. On October 13th, George Washington Goethals, the canal's Chief Engineer, reported that the canal could be closed for up to a year as the Army

Corps of Engineers dealt with the landslide. Goethals recommended that ships find other routes. There was little McMurray could do. He might have taken the ship around Cape Horn, but this would have been too dangerous for the cadets. Instead, he proposed to the Board of Governors that they send a class of new students to Balboa so he could repeat the Pacific cruise.

His idea was rejected, and he was told to wait. McMurray sent the senior class by train across the Canal Zone then by steamer to New York where they graduated at the New York Maritime Exchange, instead of on the ship as was the custom. The junior class remained on the ship with McMurray.... As the months passed, McMurray kept the remaining cadets busy:

They are constantly at some work or other. Boat work and drills with the sails loosing and furling after drying, for it rains nearly every day. . . . Painting ship is going on all the time somewhere, the interior not yet being done, and there will be a couple of weeks' work at that alone.

When not toiling on the ship, the students formed a basketball team and played in a Canal Zone league where they placed third. One cadet said, "We could practice one day and play the next—play against boilermakers and railroad men and all kinds of big guys. We were in pretty good shape from the hard work on the ship."

It was not until two months later, on December 20th, that dredging boats had cleared just enough of the landslide that the Newport could pass with some other small vessels. He got underway, leading a string of other ships through the canal. They returned to New York on January 3, 1916, having travelled a total distance of 15,400 nautical miles. They had been gone for nearly eight months.



Cadets at mess inside the schoolship Newport. Photograph provided courtesy of the Stephen B. Luce Library Archives, SUNY Maritime College, Bronx, NY.

Four Years Before the Mast: A History of New York's Maritime College (ISBN 978-0989939409) published by the Fort Schuyler Press is available for purchase at the Ship's Store, directly through the publisher at fsp@sunymaritime.edu or on Amazon.

ATHLETICS

FALL/WINTER RECAPS

Nicholas Sherman '18 (Huntington, N.Y.) became just the second-ever Maritime Men's Cross



Country runner to capture an individual championship as he paced the men's team to a fourth-place finish at the Skyline Championship. Sherman finished with a time of 28:03.61, more than 30-seconds ahead of the runner-up.

Placekicker **Diogo Dietrich '17 (Rio de Janeiro, Brazil)** was named the first-ever All-American in Maritime College football history. Dietrich was



named to the third team on the All-America listing

announced by D3football.com prior to the NCAA Division III National Championship game.

Dietrich led the team with 55 points on the season, as he converted 13 field goals and 16 extra points. Four of his 14 field goals were for greater than 40 yards, including a program-record 49-yard field goal against William Paterson University earlier in the season.

Dietrich was honored with the SUNY Chancellor's Scholar-Athlete Award in 2013-14, in recognition of both his academic and athletic excellence.

The Maritime Football team finished the 2014 season with a win against rival Gallaudet by the score of 26-0. It was the team's first shutout victory since the 2011 season.

Despite having defeated them by a 1-0 score during the regular season, the No. 3 seeded **Maritime Privateers Men's soccer team** fell to the 6th-seeded Purchase Panthers 2-0 in the Skyline Conference quarterfinals.

Maritime ended its 2014 campaign with a 9-8-1 overall record, including a 5-3-1 mark in league play.

Defender **Tim Swinehart '15 (Clearwater, Fla.)** and goalkeeper **Karl Weber '16 (Northport, N.Y.)** were named to the Skyline All-Conference Second Team, marking the eighth

consecutive season that the team has been represented by at least two players on the All-Conference Team. It is the second consecutive selection for Swinehart; the first for Weber.

Swinehart finished the season as the team leader in assists and points. (12). He



finished his career second on the Maritime all-time career list with 24 assists.

Weber put together a strong stretch of matches during the season, including eight wins



and five shutouts in his third season with the Privateers. He ranks fourth on the all-

time wins list with 16, and is the school's all-time best in shutouts with nine.

The Maritime women's volleyball team enjoyed its best season ever, with a program-best 12 wins and its first-ever Skyline Conference playoff appearance. The team finished with an overall record of 12-15, and went 4-5 in conference play; both program records. Although the historic campaign came to an end in the Skyline Conference quarterfinals, there was much to celebrate.

Following the Maritime Volleyball team's record-setting season, the Skyline Conference rewarded the squad with a pair of individual awards.

Shannon Brady '18 (Bayport, N.Y.) was selected as the Skyline Conference Rookie of the Year, becoming just the second female at Maritime to win the award. Shannon also was Maritime's first representative on the All-Conference team with a First Team selection. In just one



Skyline Conference Academic Honor Roll for fall 2014 Sports Season

The student/athletes below achieved a minimum GPA OF 3.3.

Robby Cariola	Junior	Men's Cross Country
Victoria Folz	Senior	Women's Cross Country
Allison Lashmet	Senior	Women's Cross Country
Andrea Mitchell	Freshman	Women's Cross Country
Jon Dubowyk	Senior	Men's Soccer
David Hraska, Jr.	Senior	Men's Soccer
Nick Mast	Senior	Men's Soccer
John Nothacker	Junior	Men's Soccer
Brett Reilly	Freshman	Men's Soccer
Michael Wood	Sophomore	Men's Soccer
Roseleen Frawley	Freshman	Women's Soccer
Caroline Reynolds	Junior	Women's Soccer
Sydney Carella	Senior	Women's Volleyball
Christine McCormack	Senior	Women's Volleyball

In addition to those named to the Skyline Conference Academic Honor Roll, four football players were selected by the Eastern Collegiate Football Conference (ECFC) for academic honors. The ECFC qualifications require that a student-athlete must have competed in their sport for two seasons, achieved sophomore status in terms of academic standing, and maintained a cumulative grade point average of 3.30.

Casey Boos, Senior	Brandon Kuster, Junior
Eric Wallace, Sophomore	Beau Warrington, Junior



Women's Soccer Hosts Successful Girl's Soccer Clinic

The Maritime women's soccer team hosted approximately 25 girls, ranging in age from 7 to 13 during its first Girl's Soccer Clinic in September. The girls were provided with age-appropriate skills training and on-field tactics from the Women's soccer team and its first-year head coach, Brittany Ross.

Athletics Hosts NATIONAL GIRLS AND WOMEN IN SPORTS DAY Event

Female athletes were recognized at the National Girls and Women in Sports Day (NGWSD) Dinner on February 5.

Privateer female student-athletes celebrated the day and recognized female student-athletes of the past, present, and future. Several student-athletes spoke in an open forum about their proudest moments as student-athletes.

Athletics Director, Heather MacCulloch and Assistant Athletics Director

Laura Mooney, as well as Head Women's Lacrosse Coach, Ann Denning, spoke of their experiences as female student-athletes and their progression in their careers in athletics.

NGWSD began in 1987 to acknowledge the past accomplishments of female athletes, recognize current sports achievements, the positive influence of sports participation, and the continuing struggle for equality and access for women in sports.



season, Brady already is the program's all-time kills leader with 309 during the regular season.

First-year head coach **Danielle De Stefano** was selected as the Skyline Conference's Coach of the Year, becoming the first Maritime coach of a female sport to win the conference honor.

Maritime men's basketball guard, **T'Vaughn Gibson '15 (Freeport, Bahamas)**,



became the third player in program history to reach 1,000 career points. Fittingly, Gibson hit a three-pointer to reach 1,000 points, as he already is the program record holder for three-pointers. Overall, in his four seasons at Maritime, T'Vaughn is third in field goals made with 377.

The Maritime Privateers men's basketball team took part in a youth clinic at Old Field Middle School of the Harborfields School District on Long Island, as the team taught the basic skills of basketball to youth in third to eighth grade.

In addition to learning the basic skills of basketball, the members of the Maritime basketball team took part in a shooting competition to excite the crowd.

Nine sailors from the **Maritime Offshore Sailing team** traveled to Annapolis, Md., to compete against eight other schools in the Shields Trophy Regatta hosted by the U.S. Naval Academy. The team took home third place honors, besting home team Navy, Kings Point, Maine Maritime, Massachusetts Maritime, and Army.

The regatta is held using identical 44-foot long, 34,000 lb. sailboats. Coach Ron Weiss' crew included: Joel Kinkel (Skipper), Matt Schoene (Tactician), Chalmers Pierce (Fort Myers, Fla./Fort Myers) (Mainsail Trimmer), Tobias Fitzgerald (Primary Jib/Spinnaker Trimmer), Thomas Callahan (Secondary Jib/Spinnaker Trimmer), Alexander Sharpe (Pit), Alex Haim (Mast) and Emery Eiber (Foredeck).



Men Swimmers Capture 8th Consecutive Skyline Crown

For the eighth consecutive season, the **Maritime men's swimming team** won the Skyline Conference Championship as it collected 152.5 points during the two-day event. The women's swimming team recorded 34 points, to land it fourth place at the season's championship meet.

Several records were broken during the meet including by sophomore Robert Lewis (Belchertown, Mass.) who set a new record in the 1,000-yard Freestyle with a time of 10:57.82. The men's team capped off the championship with a record-setting pace in the 400-Yard Freestyle Relay as the quartet of seniors Matthew Collins (Brooklyn, N.Y.), Zach Haughn (Fairfield, Conn.), Daniel Hemmer (Springfield, Va.) and Collin McNamara (Somerville, N.J.) set a new Skyline record with a time of 3:22.49.

Maritime also got wins in the men's 200-Yard Medley Relay as Haughn, Hemmer, McNamara, and senior Brendan Erskine (Maspeth, N.Y.) set a time of 1:43.49. Collins earned a win in the 100-Yard Backstroke (57.85), while McNamara registered back-to-back wins in the 50-Yard Freestyle (22.82) and the 100-Yard Freestyle (50.42).

On the women's side, Hayley Hobbs '15 (Louisville, Ky.) earned the victory in the 100-yard Butterfly with a time of 1:03.42.

Skyline SAAC Hosts Clothing Drive at Fall Festival to Aid Victims of Domestic Violence



For the second consecutive year, the Maritime Student-Athlete Advisory Committee (SAAC) took part in a community service clothing drive project to aid the victims of domestic violence. The project was held in conjunction with other Skyline Conference SAAC groups, as part of the Skyline SAAC Fall Festival. Nearly 600 articles of clothing were collected during the month-long drive on the Maritime campus alone.

The items will be distributed to various local shelters, including My Sisters' Place in White Plains, N.Y. Since 1976, My Sisters' Place has worked to end violence in intimate relationships and combat the effects of domestic violence and human trafficking on women, men, and children throughout Westchester County.

Maritime was represented by SAAC President Gabrielle Fox (Women's Soccer and Women's Lacrosse) and SAAC Vice President Faye Dohring (Women's Rowing).

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ALUMNI PROFILE | BRUCE HEROTH '74



SUNY Maritime College alumni are no strangers to government service. Many have become highly-decorated military officers, commanding officers, and senior executives.

For a select few Maritime College alumni, however, it is the quiet world of intelligence where they have chosen to spend their careers, putting to use the skill sets taught at Maritime to

tackle some of the most challenging problems facing the U.S. Navy, Defense Department and federal government. Bruce Heroth, Class of '74, is among that select group.

Heroth retired from the position of Navy's Senior Naval Architect for foreign naval surface platforms from the Office of Naval Intelligence (ONI), in November 2014 following 40 years with the U.S. intelligence community. In that capacity, he served as the technical authority for all foreign surface ship engineering analysis used in the development of most U.S. Navy weapons, sensors and platforms.

Although the full resume, stories and experiences of this cold warrior will remain outside the public domain -- even from close family and friends -- his contributions to the safety and security of the United States is well-known to those who worked with him.

Upon his graduation from Maritime College, Heroth commissioned into the U.S. Naval Reserve (inactive duty) as an engineering officer, where he served on two Gearing-class destroyers (USS Cone and USS Meredith) and one Agile-class minesweeper (USS Dominant). It was during that time that he joined the Defense Intelligence Agency, working as a general engineer in the Naval Material Production Branch, creating major publications and computer databases.

During the next three decades, Heroth spent the majority of his time mastering the ins and outs of the Soviet Navy, conducting detailed-level, predictive analysis comparable to author Tom Clancy's Red October character, Jack Ryan, trying to figure out those strange-looking doors on the Soviet submarine.

Of course, Heroth wasn't fighting secret agents or jumping from helicopters into the North Sea. However, he did fight within the halls of the Pentagon to convince senior U.S. officials that the Soviets were developing new, previously-unknown ship classes, including an amphibious ship and a nuclear-powered guided missile cruiser.

In 1984, Heroth took a position with the Naval Intelligence Support Center, the Navy's scientific and technical intelligence headquarters (later, the ONI Farragut Technical Analysis Center) where he continued his study of the Soviet shipbuilding industry.

In fact, one might venture that Bruce Heroth knew more about the Soviet shipbuilding industries than its own leaders.

With the fall of the Berlin Wall, and ultimately the Soviet Union, Heroth became part of a select team of U.S. representatives sent to East Germany to tour and survey actual Soviet naval ships. That tour allowed the intelligence community an opportunity to validate its "best guess" assessments of Soviet naval capabilities.

Following the Soviet collapse and the rise of the multi-polar, asymmetric threat-world we now find ourselves in, Heroth helped the Navy shift gears, assessing a number of new threats, including Iran, China, North Korea, maritime piracy, and terrorism.

For the Navy's research, development and acquisition community, Heroth produced key vulnerability studies of adversaries to validate the effectiveness of key weapon and sensor system programs.

From 1999 through 2002, he served as a subcommittee chairman within the National Intelligence Council Weapon and Space System Intelligence Committee where he was responsible for leading national-level analytic efforts on behalf of the entire intelligence community. Heroth also played key roles in investigating several high-profile international incidents, including the October 2002 bombing of the French-flagged oil tanker, M/V Limburg, and the March 2010 sinking of the a Republic of (South) Korea Navy warship, the ROKS Cheonan.

For his 40 years of dedicated service to the U.S. Navy and the intelligence community, Heroth was awarded the Navy Superior Civilian Service Award, the Navy's highest honor bestowed by the Chief of Naval Operations.

Bruce Heroth leaves behind a legacy of superior analytic achievement and selfless mentorship of several generations of analysts and engineers. On behalf of all who still working in the shadows, we wish Bruce the best of luck in retirement!



Bruce Heroth and classmates on board of TS Empire IV.

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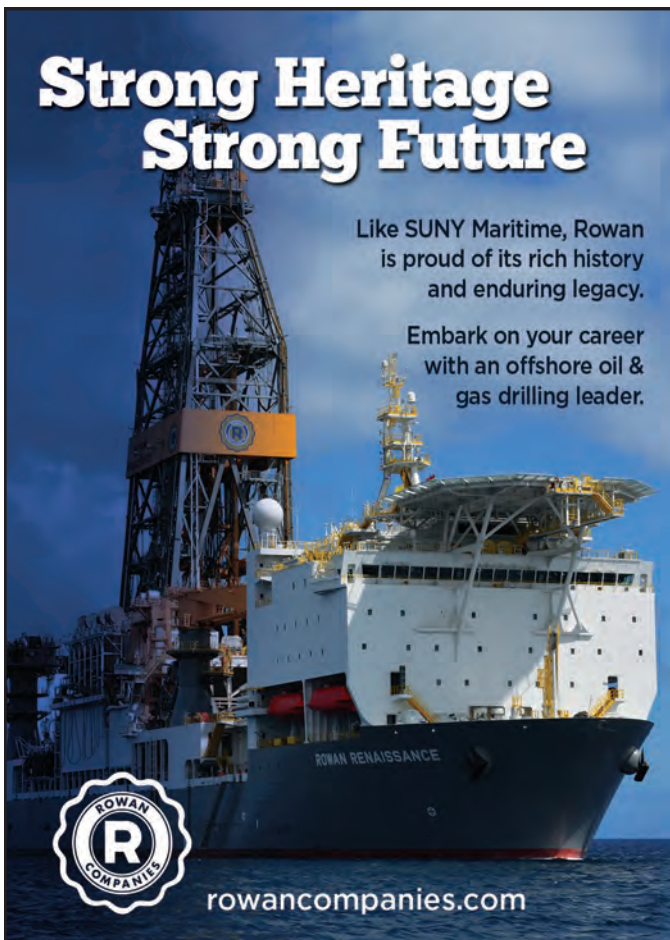
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CLASS NOTES

George Maul '60 was the subject of a Florida Today newspaper feature last December. It sounds as if George has had quite the professional life since graduating from Maritime College 55 years ago. See the story here: <http://www.floridatoday.com/story/news/local/2014/12/28/oceanographer-charts-new-course/20918437/>

William F. Austen '80 recently was elected President and CEO of the Bemis Company by its board of directors. Austen also was appointed to the board of directors of the Fortune 500 company. Bemis is a 158-year-old company, focused on polymer packing. It generates \$5 billion in revenue, and has 17,000 employees and 62 plants, worldwide.

The Rand Logistics, Inc. Board of Directors has appointed **Robert Kurz '81**, as a Class III director. Kurz is Vice President of Kinder Morgan Terminals and the President of its tanker division, American Petroleum Tankers.

Robert has strong experience and has held senior roles in the maritime industry, including as Chief Executive Officer of American Petroleum Tankers Parent LLC, President and Chief Executive Officer of American Shipping Company and President of Keystone Shipping Co.

He currently is a member of the Board of Directors of the American Maritime Partnership and a past Board member of the American Maritime Congress, Labor Management Maritime Committee, OceanConnect.com, United Seamen's Service and William Penn Charter School.

Rand Logistics, Inc. is a leading provider of bulk freight shipping services throughout the Great Lakes region. Through its subsidiaries, the Company operates a fleet of four conventional bulk carriers and eleven self-unloading bulk carriers including three tug/barge units.

Berkshire Hathaway Specialty Insurance (BHSI) today announced that it is expanding into Inland Marine and Ocean Cargo Insurance, and has appointed **John Evans '84** to lead its marine business. He is based in the New York office of BHSI.

John comes to BHSI with nearly 30 years of experience in the marine insurance industry, most recently as Global Product Executive-Marine with AIG Property Casualty. Over the course of his career, he has handled all marine products, with a focus on

inland marine and ocean cargo, in both Europe and the U.S. Before joining AIG Global Marine, John managed the Midwest region Marine Specialty business of Fireman's Fund and Fireman's Fund Specialty, respectively.

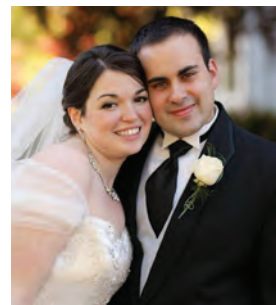
Berkshire Hathaway Specialty Insurance provides commercial property, casualty, healthcare professional liability, executive and professional lines, surety, travel, programs, and homeowners insurance for customers domestically and internationally.

Navy Reservist **Captain John M. Carroll '90**, was awarded the prestigious Legion of Merit by Vice Admiral Kenneth Floyd, Commander of US THIRD Fleet in San Diego, CA. Captain Carroll has devoted over 24 years of service to the United States Navy and is currently serving as the Commanding Officer of the Naval Cooperation and Guidance for Shipping Pacific Hub.

Captain Carroll recently was appointed as the chairman and senior U.S. Navy representative of the Pacific Indian Ocean Shipping Working Group, a multi-national coalition of Pacific and Indian Ocean Nations formed to develop strategies and tactics in defense of sea lines of communications. In this role, Captain Carroll briefed a large NATO summit meeting in Hamburg, Germany where he represented the United States as the senior U.S. Military representative.

Having served in his present command since 2012, Captain Carroll leads over 100 reservists and has served with great distinction. He is a 4-time Commanding Officer in the U.S. Navy, a veteran of Operation Enduring Freedom, and holds numerous other personal and campaign awards. He resides in Millstone, New Jersey with his wife and four children.

Drew Anderson '08 and Reina Anderson welcomed baby, Sadie Rose, on May 12, 2014.



Kevin Bindus '08 became a contract specialist with the U.S. Department of Homeland Security - Immigration and Customs Enforcement in October 2014. Kevin and Jaclyn were married in May 2013.

Joaquin Nurnberger '08 and Alicia Nurnberger welcomed a baby, Joaquin Giacomo, on July 2, 2014

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Connor Burke '12 has joined EDF Trading's London Coal and Freight team as a Junior Freight Operator. Connor graduated from SUNY Maritime College with a BS in Marine Transportation. He gained his inland pilotage in the Gulf of Mexico at Kirby Inland.

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Meredith Adams and **Zachary Krissoff '12** were married in Annapolis, Maryland at a private home. Zach currently is sailing for ARC and has his 2nd mates license. Meredith is the daughter of **Duke Adams III '68**. Duke is in his 45th year as a Maryland Pilot.



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Navigator wants to include information about you in Alumni Notes. Have you recently changed jobs? Received a promotion? Furthered your education? Received an honor or an award? Been married or had a child? Let us help you spread the word among your fellow Maritime College alumni by sending an e-mail of what is happening in your personal and professional life. Don't forget to include photos. But please be sure that you, the alumnus or alumna, are included in all photos.

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Robert W. Andrews USNR (Ret.) '46
Marshall S. Campbell '46
Sergio E. Coletta '50
Russell G. Dahm '52
Donald R. Ewen '41
Eugene M. Goldberg '44
Robert C. Grady '50
Adolf M. Jacobsen USN (Ret.) '46
Edward W. Jones '57

Thomas C. Mancini, '46
Neal P. McCurn '46
Raymond M. Mentz '53
Richard R. Nemeth (Ret.) '56
John D. Quinn, '46
Gerald S. Salvesen '45
Henry P. Santiago '57
Donald J. Sharlan USNR (Ret.) '44
Arthur B. Snow '44

Barry P. Solywoda '74
Karl P. Sondermann '78
Peter R. Suarez '50
Louis E. Walz '44
Kenneth H. Weinbauer '66
William J. Wilbert Jr. '42
James D. Wood '45

Russell G. Dahm '52 of Oak Beach, Long Island, N.Y., passed away on January 14, 2015 at the age 87. Russell was the loving brother of Dorothy Dahm and Norman R. Dahm. He also is survived by many loving nieces & nephews. Dahm was a proud Navy veteran and Commanding Officer PT-111 and PT-112, as well as a respected educator and headmaster. Donations may be made in Russell's memory to Last Hope, Inc., P.O. Box 7025, Wantagh, NY 11793 or Wounded Warrior Project, 4899 Belfort Road, Suite 300, Jacksonville, FL 32256

Charles Ferrer '52 passed away at his home in Virginia Beach, Virginia on October 28, 2014 -- his 84th birthday -- following a lengthy illness. Charlie was born in New York City of Puerto Rican parents and attended Harlem High School prior to attending Maritime College. Following his graduation as an engineer, he sailed for many years with U.S. Lines on its Australian run, raising his license to Chief Engineer. He met his wife, Polly, in Australia and brought her to the U.S. where they were married for 57 years. Charlie worked for Allied Chemical Corp., MARAD, and several engineering companies prior to his retirement. He is survived by his wife, a son, two daughters, and seven grandchildren.

Barry Paul Solywoda '74 of Honolulu, Hawaii, passed away on January 9, 2015 at the age of 62. He lived an amazing life and left behind his loving wife, Pia, and his children Thomas, Louis and Mary Jean. Barry grew up in Red Hook, New York on a family farm with his seven siblings. He graduated from Red Hook High School where he still holds the school pole vault record. He was selected for inclusion in the 1973-1974 edition of Who's Who Among Students in American Universities and Colleges for his outstanding leadership skills and decidedly above-average academic achievements. Upon graduation from SUNY Maritime College, Barry received a 3rd Mates license and a commission as Ensign in the US Naval Reserves. He worked for Exxon Corporation for 16 years and sailed as captain during his last five. In 1990, Captain Solywoda moved from Florida to Hawaii and joined the Hawaii State Pilots. In 1997, he became Pilot 15 with the Hawaii Pilots Association and was fondly referred to as "the

happy pilot" by the Japanese fishing community. Barry shall forever be known to his family and friends as Mr. Fix It. No project was too big or too small for his ability and attention. His craftsmanship and skills are evident in the beautiful family home he spent the last 16 years of his life building. Barry was predeceased by his father Benjamin Solywoda. In addition to his wife and children, he is survived by his mother, Alice, brothers Thomas, Andrew, and Phillip, and sisters Lucille Horak (Jan), Donna Rodrigues (Augie), and Lois McGuire (John). Donations in his memory are suggested to Honolulu Waldorf High School's "Kitchen Renovation Project," one of Barry's unrealized commitments, or to Angel Network Charities.

Karl P. Sondermann '78, passed away in Houston, Texas in September 2014. He was a port captain and stevedore for various shipping lines, specializing in project cargo.

James David Wood '45 of Port Washington, New York died peacefully on November 6, 2014. Beloved by his family and many friends, he is survived by his wife of 65 years, Ruth Bennett Wood, their daughter, Elizabeth (Bigler), their son, Bruce, son-in-law, Paul, daughter-in-law, Kendall, and nine grandchildren. Wood was born on July 7, 1925. He graduated from the New York State Maritime Academy in 1945 and served in the US Maritime Service during World War II in each of the Atlantic, Pacific and Mediterranean Middle East war zones. He also served as a Lieutenant in the US Navy during the Korean War, when he was the navigator on the destroyer USS Kimberly in operations off the coast of Korea. Following the Korean War, he received a Bachelor of Science from New York University in 1957. Wood was an advertising and public relations executive in New York City for many years, working for such firms as the Sperry Rand Corp., J. Walter Thompson Co. and General Instrument Corporation. He was a very talented artist and woodcarver, and enjoyed bird-watching, fishing and hunting. An avid sailor, he was a former member of Manhasset Bay Yacht Club and of the Mill Pond Model Yacht Club, where he once served as Commodore. His wit and warmth will sorely be missed.

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