

Fort Schuyler Maritime Alumni Assoc., Inc. MARINER



FIRST AND FOREMOST, SINCE 1903



Our Finest Hour

*The Surprise
Event Fundraiser
In Honor of
Richard Pusatere '03
raised over
\$52,000!*

(Continued on next page)

Photo credit: Ron Dreher '85

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FROM THE PRESIDENT



Fellow Alumni & Friends,

One of our finest hours occurred at the 2016 Distinguished Alumni Awards Dinner at Tribeca 360 on Thursday, January 28, 2016. Due to the outpouring of support for the family of **Richard Pusatere, Class of 2003**, the Board and I decided to hold an Event Fundraiser specifically to honor Richard, with 50% of the proceeds to be donated to his wife Emily and 2-year-old daughter Josie, and 50% of the proceeds to be used as an SST Scholarship in honor of Richard. The response of our alumni and friends was overwhelming.

Our Finest Hour

We raised over
\$52,000!



Geraldo Rivera, FSMAA Member and Honorary Classmate of 1965, made the announcement of this surprise fundraiser, which was extended throughout the weekend, closing on Monday, February 1st. Pictured: Maggy Williams Giunco, FSMAA Director, Frank Pusatere, Geraldo Rivera '65 (Hon.), Emily Pusatere.



Event *Exclusive*
fundraiser
Honoring
Richard Pusatere
..... Class of 2003
Chief Engineer Aboard the *T.I. Turo*

"Alumni from the Class of 1944 through the Class of 2015, as well as Friends of Fort Schuyler and colleagues of the honorees, all dug down deep, stopped whatever they were doing, and eagerly donated to this great cause. The response makes me feel enormous pride in the Fort Schuyler network."

The night overall was a great success with a record turnout of 360 people who enjoyed thoughtful touches that turned up everywhere - including the Challenge Coins as favors for every guest, the slideshow of congratulatory digital ads, the graduation pictures of the honorees, the music soundtrack carefully compiled of favorites of the honorees, the appealing dinner journals, even the FSMAA emblem on the desserts. Congratulations again to the four deserving honorees — **Earl Baim '80, Don Frost '62, John Konrad '00 and Steve Carbery '80**, two of whom you can read about in this issue, two in the next issue.



*I wish the best of luck to **Geraldo Rivera '65 (Hon.)** on the 2016 season of "Dancing With The Stars"!*

He will also continue election coverage as Fox News senior correspondent.

Reflection

As I reflect on the past year, it is important to recognize what we did well, and to highlight and understand areas that we can and must improve upon.



Capt. John A. Konrad V, Class of 2000 2016 Distinguished Alumnus Special Recognition Award

Exclusive Interview with the Mariner Editor, December 22, 2015



Then

Tell us about where you grew up, your childhood.

My family moved from City Island to the Village of Larchmont just after I started grade school. Living a few short blocks from the Long Island Sound, I spent my childhood swimming, fishing and sailing. The water always had a magnetic hold on something inside me.



Now

With each year, though, the Sound felt smaller, more contained, and I became more attracted to the ocean beyond. In high school, I began splitting my time between the decks of large racing yachts and the cockpit of small aircraft; I enjoyed both immensely and decided to become a Naval Aviator. It was my family's influence, too. My Dad was an Air Force Medic. My Grandpa navigated B-24 bombers and got me flying lessons starting when I was 15.



"The water always had a magnetic hold on something inside me."



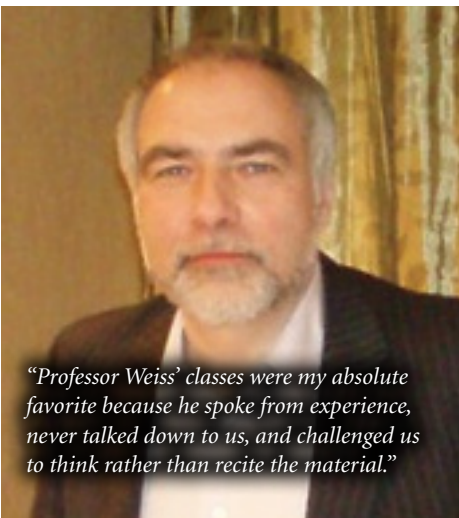
How did you decide on attending Fort Schuyler?

One fine day, I received an invitation to pack up my belongings from the Naval Academy, and was grateful that Fort Schuyler would let me unpack them there.

Dad Jack Konrad was a great inspiration. He passed away from cancer in John's 2/C year and, as a highly decorated soldier in Vietnam, is buried in Arlington Cemetery.

I had worked very hard in High School, earning eight Varsity letters in track and top grades in my Advanced Placement classes, and had spent a lot of time in the computer lab. I was told I'd be accepted to nearly any college I wanted to attend...but I only wanted to attend one: the United States Naval Academy. At the Academy, I was accepted onto the prestigious dinghy sailing team but, in retrospect, I spent too much time on the waterfront and not enough time studying. Due to my fascination with ship construction, I had chosen the school's hardest major: Naval Architecture. Then, my father's health deteriorated. He had been exposed to Agent Orange in Vietnam and other chemicals as a New York City fireman with Heavy Rescue 3 in the Bronx and as an officer aboard the city's first HAZMAT unit.

These distractions led to my grades slipping and, when the school was asked to cull numbers after the 1996 government shutdowns, I was shown the door. A few weeks later, my head was being shaved a second time for Schuyler Indoc. Second's time a charm. That failure opened a new door and new path for me, and I appreciated it and was fully involved from Day One. I did have my struggle with the Regiment if demerits were the judge; I have the distinction of having led my class in demerits one year.



"Professor Weiss' classes were my absolute favorite because he spoke from experience, never talked down to us, and challenged us to think rather than recite the material."

I was a member of the Hospital Ambulance Corps - mostly because it allowed me to finagle my way into a brief Emergency Room internship at Jacobi Hospital, one of the busiest trauma centers in the country, ground zero for the urban decay and chaos my father had fought as a fireman during the FDNY's "war years". He had turned his back on his intellect and medical degree from Cornell to fight in two wars - one in Vietnam the other in the Bronx - and I wanted to understand why.

"EMS: Hours of Boredom Punctuated by Moments of Sheer Terror."
—Old Medic Saying

Similarities of EMS and Life At Sea

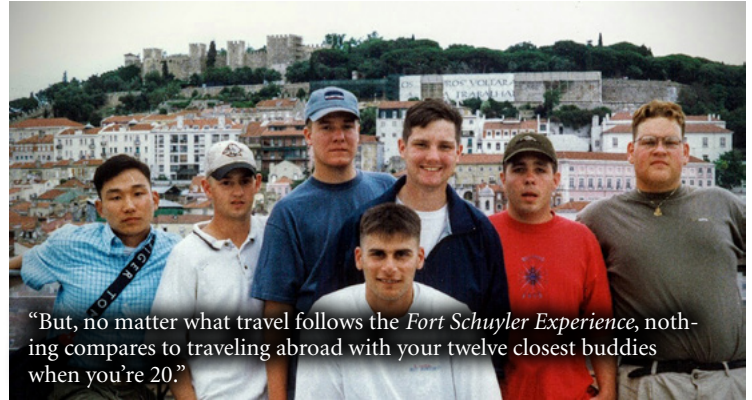
My favorite class was anything taught by Professor Jeff Weiss.

CAPT. JOHN A. KONRAD V

What was most formative about your Fort Schuyler Experience?

The dichotomy of the experience. Up to that point, I had lived a rather privileged life and was on track to become an officer and a gentleman. Then, the world around me collapsed, and I landed in the bilge of an old ship in a stained boilersuit holding a chipping hammer. Like the spoiled Harvey Cheyne from *Captains Courageous*, I was forced to adapt quickly, eliminate all pretense and redefine myself and, in doing so, I found my superpower: curiosity. Although it may have contributed to my demerit accumulation, it has also served me very well in my life.

My favorite experience was exploring foreign ports with my closest friends.



“But, no matter what travel follows the *Fort Schuyler Experience*, nothing compares to traveling abroad with your twelve closest buddies when you’re 20.”



gCaptain was part of the opening of the London Stock Exchange that kicked off London International Shipping Week September 7, 2015. John is pictured fifth from left.

job, preparing her to sail, was stress-free and rewarding. That all changed during my first night watch. We had left the Golden Gate Bridge in our wake that afternoon and I was standing the 00-04 watch with a competent AB and an OS who did not speak English. The night orders were simple and read “Call me for EVERYTHING!” and the four hours flew by without an ounce of trouble but, when the bell rang 0400, my relief did not show up. Then the radar developed a bad case of acne just as the lookout yelled something in Arabic and pointed to fleet of westbound fishing boats. I sent the AB to drag my relief out of bed - unknowingly giving him permission to get a sandwich and smoke. I looked up the Captain’s number on the directory mounted next to the phone – only to find an oily smudge mark. For the abridged version, let’s skip to that I soon found myself sounding short blasts on our enormous steam whistle which shot two overweight Captains (ours and the fishing boat’s) from their bunks to their respective helms. And we would have crashed, had either captain taken the time to don skivvies.

Had I been in command of that ship on that night, I would have fired the new Third Mate for his incompetence. My Captain, thankfully, remained calm and became a supportive mentor for this new Third Mate, for the duration of the hitch despite the fact that my mistakes, and some fear, mounted as I slowly came to the realization I still had much to learn.

I LEARNED TWO IMPORTANT LESSONS THAT NIGHT.

- Sounding the alarm is a good way of getting difficult problems solved on short - near immediate - notice. That is good to know.
- Some people, even Masters, prefer to sleep naked.

Today, I travel a lot - gCaptain opened the London Stock Exchange last autumn; as part of the London International Shipping Week, I rang the opening bell. They rolled out the red carpet for us. I met the queen’s daughter at Buckingham Palace. But, no matter what travel follows the *Fort Schuyler Experience*, nothing compares to traveling abroad with your twelve closest buddies when you’re 20.

What was most challenging for you on ‘Day Number One’ as a Third Mate?

Day One as a Third Mate found me in Oakland aboard the *Cape Mohican*, for three months of war games in Southern California. The captain and crew were welcoming and supportive and the



The *Cape Mohican*

captain and crew were welcoming and supportive and the

Schuyler does a good job at preparing students to survive in unfamiliar and stressful environments. However, I do think that mandatory cadet shipping, bridge simulator time and small boat handling should all be very important components of a Fort Schuyler education and focused on more than they were during my time there.

Sailing commercially brings with it absolute freedom from living on the ocean surrounded by nothing; it also brings absolute responsibility at a young age.

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EXCLUSIVE INTERVIEW

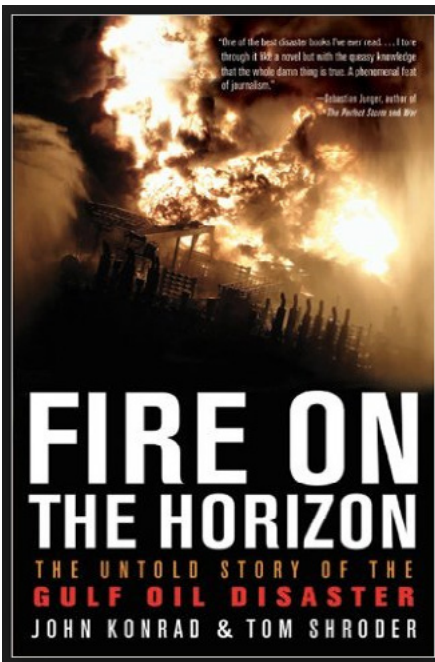
Tell us about your shipping career since surviving and learning from that first frightening incident just hours into your career.

I was at sea for ten years and earned my Master's license. After the *Cape Mohican*, I sailed on the *M/V Patriot*, a product tanker, the *M/V Marine Columbia*, a crude oil tanker in Valdez, Alaska, and then I decided to go into the oil field aboard the drill ship *Discoverer 534*.

When I started in the oil field in 2002, there were less than 40 drillships. Today, the number is closer to 140. These are the largest, most complicated and expensive ships in the world. They are among the most technologically advanced. They have to stay on location right above the oil well, and that's achieved with an advanced computer system that integrates the GPS with sonar-positioning systems. Everything on the ship is attached to a sensor, and connected, via fiber-optic cable, to the Vessel Management System. Working on the drillship was the perfect combination of my interests in the sea and computer science. The drillships require a new, specific combined skill set from the typical mariner - officers from a maritime academy plus people who are technically proficient. For those with that combination, they're an option. In my experience, the pay was 50% better, the rotation was better at 3 weeks on, 3 weeks off, and, if you choose to work overseas, your off-time allows for world travel. Aboard my first drillship, we worked three years in the Bay of Bengal, India, one year in Borneo and spent many months tramping about Southeast Asia.



Samsung Heavy Industries, South Korea, 2010. John atop the derrick of the 60,861 DWT exploratory drillship 'Deep Ocean Ascension'.



This book was referenced by the US Coast Guard regulators, prosecutors in civil suits against Transocean and BP, Congress' National Regulatory Commission and is now required reading at Georgetown Law School! Because of this book, John Konrad also gave Congressional testimony which was referenced in new laws that hold the industry to higher standards.

Tell us about your acclaimed book about the Deepwater Horizon drilling rig explosion in the Gulf of Mexico on April 10, 2010 - 'Fire On The Horizon: The Untold Story of the Gulf Oil Disaster' which you co-wrote with Tom Shroder. Include if you were afraid of retaliation from 'Big Oil' in any way. Let us know if you think a similar incident could recur.

From 2001 - 2008, I had worked for Transocean, the company that owned and operated *Deepwater Horizon*, and I blew the whistle in the Gulf a year before the disaster because we were having problems with fire safety. I was subsequently fired from the company, after which I went to work for BP. I met a lot of the BP people, and I knew a lot of the people who were onboard the rig. So, I had their story, and I also had access — through gCaptain — to the Coast Guard and the corporate side.

So I went down to the trial, and I was in the press box sitting next to the *New York Times*, *NPR* and the *Wall Street Journal* and they're talking about hydraulic failures on the Blowout Preventer (BOP) pod and the journalists were saying "What's a BOP? I don't understand the acronyms, what exactly happened?" I sat down and explained it all to them. As I was explaining it, the *NYT* journalist handed me his laptop and said, "Can you just edit it?" Joseph Shapiro, the chief investigative journalist at *NPR*, suggested that I write a book explaining how this tragedy happened.

I thought about this incident, and knew how important a story it was... I had already been blogging about the incident and trying to understand and then explain how the events unfolded... but I had no formal training as a journalist and this was a big project, so I first needed to recruit a few top professionals. Eventually, I was able to enlist **Gail Ross**, a *NY-Times* best-selling agent, and **Tom Shroder**, editor of numerous **Pulitzer Prize-winning** articles. Together, we tried to eschew the environment and the politics, and just relate the story of these people who wanted to excel at their job and then get home to their families. What pressures were these people under? What factors contributed to this tragedy? What was the state of the technology and maintenance of the rig? What happened to the Blowout Preventer (BOP) that should have prevented this? Could an incident like this happen again? Eleven people died from instant blast. A KP grad, First Assistant Engineer Brent Mansfield, with head injury, brain exposed, had to be dragged away from this horrific situation.

The industry is safer today than it was in 2010, and I believe the industry welcomes most changes that improve safety, so I didn't really fear retaliation. I did receive a few death threats... Maybe, I should have been more cautious... but I'm not a fearful person. I've always been willing to jump into things that perhaps other people might shy away from.

Could a similar event recur? It's possible. Of course, it all revolves around the price of oil. When the price of oil is up, the race is on to find it and access it. That's not the case currently. But, when the race is on: Could shortcuts get taken? Could maintenance be delayed? Could new technology be implemented prior to full crew understanding? Could an inexperienced crewmate be hired? Could promotion and advancement of officers be accelerated? Yes.

CAPT. JOHN A. KONRAD V

“Those 11 people were killed - and the one suffered horribly - from the instant blast. The remaining 135 made it off the rig alive. For that to be accomplished, there were many unsung heroes on that day. The **Chief Mate, my classmate Dave Young '01**, was a hero that day who, along with **Captain Curt Kuchta, a Mass Maritime graduate**, led the rescue effort. **Matt Michalski '00**, Captain of the ‘Development Driller II’ rig was charged with the heroic and highly dangerous job of drilling a relief well to stem the flow of oil into the Gulf. Yet another classmate, **Rich Robson '99**, was the OIM (Offshore Installation Manager), who was in charge of the drilling operation that finally closed the well, ending the disaster. For me, the main story is the amazing rescue and brave heroes who selflessly stepped up and acted immediately to save lives.”

“For instance, I was made master of a brand new \$750 million drillship still under construction when I showed up at age 32. It takes one year to build that near-\$1 billion drillship. But, it takes ten years to effectively build a \$1 billion Captain.”

Quote from this exclusive interview.

Picture taken from 'TED Talks' series in Los Angeles, Photo Credit: Morgan Drmaj.

angel investment quickly. We produced GNAR, The Movie. I took that model and applied it to the maritime world. When I was off from working the ships, I set up my off-time in front of my computer and phone at home as if it were another full-time job. gCaptain is the result. When the COSCO Busan oil spill occurred on November 7, 2007, I went to investigate. What we found is that the other newspeople were not the old salty specialist investigators of years past, but were rather generalists younger than I. So, journalists from *NY Times* were asking me the accurate nautical terms to use. NPR and BBC called me to tell the story using proper explanations, without gaffes that someone outside the industry might easily make. I knew we were onto something with our own online community.

There's so much myth in the media these days. There's pressure to put a spin on a story. But, we just want to find the truth, the real story, and publish it. Mariners want their story told, and everyone wants to read a story that speaks the truth. If we investigate and find it's the truth, we will publish it. And, I don't temper the stories whatsoever. When a news cycle moves on, and all the outlets follow suit, gCaptain continues to investigate and pursue the follow-up of the story, despite any news cycle. We have five full-time employees currently and many more freelancers. We work a great deal with co-authors at major media outlets like Bloomberg and Reuters, and help them get the story accurate. In exchange, we let our gCaptain readers read the articles for free.

One example is the Captain Phillips story. A gCaptain reader on a nearby ship gave us a tip about the *Maersk Alabama* broadcasting a security alert via GMDSS on April 9, 2009. We got on Skype, called the ship to confirm the facts, which they did very briefly, and we published the first confirmation that the ship was attacked. A few hours later, I received calls from the *Huffington Post*, NPR, *The New York Times*, then the Pentagon! “Did you really talk to them?” “How did you talk to them?” They just didn't realize how to contact a ship.

Most people know gCaptain now, and will talk to us, and that is a real treat. I spend half my day running the business, and half my day talking to interesting people within our industry and reading interesting articles.



“The most wonderful thing about my job? I get to pick up the phone to call people, and people take my call nowadays. That was not always the case.”

Talk about how the idea of gCaptain came about, how it grew, when you knew it was really taking off.

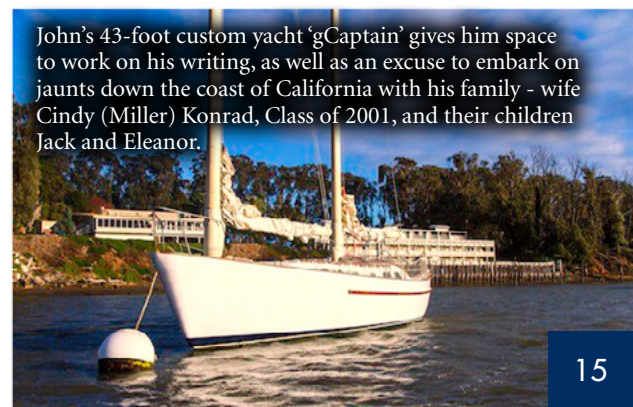
I was deeply involved in technology on a personal level; it enhanced my life personally and professionally. I can remember being out on a drillship in the Bay of Bengal and feeling totally disconnected from home, from current events, from industry events - even as I was working in the industry. The maritime world was not well represented online. I thought there was a need to access information in the maritime spectrum - not just showcasing items or creating press releases. But, investigative work and sharing stories with the community.

It started as UnOfficialNetworks.com which I launched with my brother Tim. That took off and garnered \$6 million in

gCaptain



John's 43-foot custom yacht 'gCaptain' gives him space to work on his writing, as well as an excuse to embark on jaunts down the coast of California with his family - wife Cindy (Miller) Konrad, Class of 2001, and their children Jack and Eleanor.



A FORT SCHUYLER FAMILY: THE MULLERS

GERHARDT MULLER, CLASS OF 1965



I was finally accepted at Fort Schuyler on my second try in 1961 - and even then, only as the tenth alternate! From that point on, my life changed.

The most memorable times at Fort Schuyler focused mostly on the outstanding teachers we had, the close-knit camaraderie amongst our classmates, and the three exciting cruises to Europe - the last of which I met my wife Gisela when the *Empire State IV* called at the Port of Copenhagen in 1964! There she was

standing on the pier, wondering what this training ship with all these young sailors was all about.

After graduation, I shipped out for three years with States Marines-Isthmian Lines, mostly on the European, India, East Asian, and Hawaii routes, all from the East Coast. After Gisela and I were married in Germany in 1968, we established a home in Queens, and later Garden City, Long Island, and shortly thereafter I began a 30-year career at the Port Authority of New York and New Jersey. I was involved with port terminal operations and planning, especially at Port Newark and Elizabeth, and was part of a team involved with rethinking what the Port of New York and New Jersey should look like by the end of 20th Century, and finally, a manager of regional intermodal transportation and logistics-planning for the authority. I retired from the Port Authority in 1996.



I am proud to say that I am also one of three first graduates of NY Maritime's graduate program, earning our Masters in 1972. We were the pioneers of a program that is thriving today.

Based on my career experience, as well as evening adjunct teaching at the City of New York's Baruch College and Nassau Community College for almost twenty years, and having authored three books on intermodalism (*Intermodal Freight Transportation*, 2nd, 3rd, and 4th Edition), I joined the faculty at the U.S. Merchant Marine Academy in early-1997. I taught a wide range of transportation and logistics subjects, including, of course, intermodalism, as well as national and international business and management.

Since 2008, the year I retired from Kings Point, I continued to teach advanced but short courses on intermodalism and logistics, as well as leading transportation-related problem-solving sessions at various universities in Europe, South America, Africa and Asia. I am an associate professor at the World Maritime University (WMU) at Malmo, Sweden, where I have been fortunate enough to teach short courses for more than 26 years. My connection with WMU also included several years of teaching short courses on intermodalism at the Shanghai Maritime University.

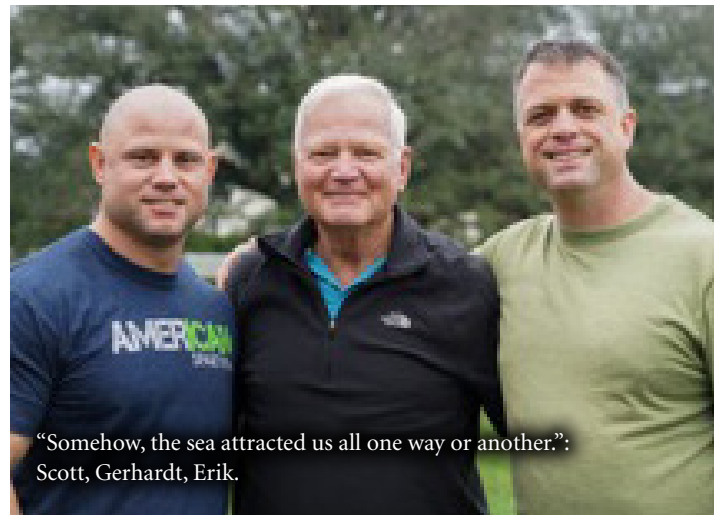
In the past decade or more, I have been heavily involved with consulting American and foreign governments and organizations on intermodal and port management, and port management problem-solving. As a result, this "retirement" thing is not what I originally thought it would be!



Our four sons, Erik '92, Scott '96, Glenn (Webb Institute), Jens (Registered Architect) have blessed Gisela and me with seven fantastic grandchildren, all of whom support the idea that:

"If I had known how great grandchildren are, we would have had them first."

Yes, graduating from Fort Schuyler was a definite turning point in my life and one that I deeply appreciate, more so today than when I was going through that tough and demanding educational and training process.



"Somehow, the sea attracted us all one way or another."
Scott, Gerhardt, Erik.



Scott ('96), Jonas (son of Erik), Sylvia (Scott's wife), Paige and Braden (Scott's children), Laura and April (Erik's wife and daughter), Erik ('92), Gisela (Gerhardt's wife) and Gerhardt ('65).



ERIK MULLER, CLASS OF 1992

I was not a typical incoming freshman to Fort Schuyler in 1988, as I had grown up listening to my old man's stories of his time at Schuyler and his deep-sea sailing days (including the one about driving off pirates with fire hoses...). I had decided to attend Fort Schuyler partly based on my interest in getting a commission in the Coast Guard. My life went in a different direction, but ironically, my younger brother did become a Coast Guard officer. I majored Double E, Deck, which meant I lived a dual existence of studying electrical engineering while at the same time learning about celestial navigation from Bowditch.

After graduation, I ended sailing for Military Sealift Command. For four and half years, I sailed on a fleet tug and four underway replenishment ships between California and Kuwait and to many ports of call in between. I returned to engineering when I started graduate school at the University of New Hampshire in 1996 to earn my Master's in Ocean Engineering. While the bulk of my academic studies involved the study of waves on structures, my thesis involved the design and deployment of an offshore mooring system for prototype fish farm cages. While at UNH, I met Laura, my future wife, who had joined the same degree program that I was in. One of our first conversations was about her brother, **Harold Cavagnaro III**, who was entering his third year at Maritime (**Class of 1999**) and who is now a Sandy Hook pilot. After finishing my degree, Laura and I moved to New Jersey, where I entered the civil engineering profession.

For the past twelve years, I have been working for Langan Engineering, a land development engineering consulting firm. I am a licensed Professional Engineer in the geotechnical group and specialize in the redevelopment of waterfronts in the New York City area. At home, Laura and I are busy raising our kids, April (13) and Jonas (11), and I volunteer my time at church, scouts, and the town's kids sport leagues.

Although my career has strayed from the maritime industry, I still use the skills I learned at Fort Schuyler. In particular, this means the engineering tools that I first learned in electrical engineering classes (the analysis of ocean waves and soil-loading share much of the same mathematical tools), the ability of approaching problems in a practical manner, and the added bonus of being comfortable getting dirty (occupational hazard in soil engineering - and my favorite part of the job).



At Work with diver, NYC



SCOTT MULLER, CLASS OF 1996

Driving over the bridges in NY, my father would point out the different ships in the harbor and magically inform us the specifications, cargos and destinations of each. He would hold slideshows in our backyard with highlights of his training cruises aboard the *TS Empire State IV* and his time in the merchant marine on voyages to exotic places like Egypt, India, Vietnam. His tales about how he gallantly fought off pirates, caught a big shark off the stern, and saw a UFO in the Pacific certainly made an impression on me! When I was in the first grade, my mother brought my brothers and me to Coast Guard Station Jones Beach to tour the boat station. Years later on the day of graduation when Mom recounted this field trip, she admitted it was only so she could find a rare

moment of quiet. Nevertheless, my interest in the Coast Guard started on that day, only to be ignited years later during my experience at Fort Schuyler.

Indeed, my career as a Coast Guard officer started at Fort Schuyler. During my Third Class year, I enrolled in the Coast Guard's Maritime Reserve Training Program (MARTP). Starting as an E-3 Seaman reservist, I spent weekends drilling at Captain of the Port and Marine Inspection Office New York in Governors Island and Battery Park. I even drilled at Station Jones Beach - fourteen years after that first trip with Mom! With MARTP, I was able to easily apply my maritime classroom and training experiences to my Coast Guard responsibilities and activities. This prepared me for acceptance as a Direct Commission Coast Guard Officer at graduation.

I've been in the Coast Guard ever since. My Coast Guard tours include Marine Safety Office Hampton Roads, VA and Tampa, FL; Grad School at Old Dominion Univ., CG Headquarters, DC; and Sector Mobile, AL. Currently as Commander, I am Chief of the Inspections and Investigations Branch at Coast Guard District Five, Portsmouth, VA. I like to think my Schuyler background benefits my execution of the Coast Guard's marine safety mission - honoring the mariner, promoting safety, and upholding environmental stewardship.



Promotion! Gisela (The Muller Family Commander in Chief), Braden, Paige, Sylvania, Scott

Sylvania and I enjoy parenting Braden (14), the CrossFit and lacrosse king, and Paige (12), our artistic nature-loving angel.





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Have YOU utilized this much-requested service?

GIVE OUR eDIRECTORY A TRY!

Access the FSMAA eDirectory by entering your Username and Password that was emailed to you mid-October 2015. We ask that you check/update your own contact information first, and reset your password if desired, after which you may search through the eDirectory like a phone book.

All FSMAA alumni with an email address on record received an email with an auto-generated Username and Password. If you missed it or didn't have a current email address in our files, please:

Visit the eDirectory at: www.fsmaa.org/edirectory

(Click to the next screen).

Sign up as a 'New User' and follow the prompts. Please spell out your full first name, and select your school name as "SUNY Maritime College". Once your registration has been approved, you may sign back in, mark certain information as personal or private if you so choose. You can even add a current photo to your file. Then, you may use this as your online, current Phone Book. If you run into any roadblocks, please email Maggy at: director@fsmaa.org. If you know of alumni who have changed their contact information, please remind them to update it here!

FSMAA eDIRECTORY NOW LIVE!

Update your
information today at
www.fsmaa.org

Save the Date!



DISTINGUISHED ALUMNI AWARDS DINNER



Board Meeting 1700 - 1800 hours



Dick Bracken '56 eloquently introducing the honorees.



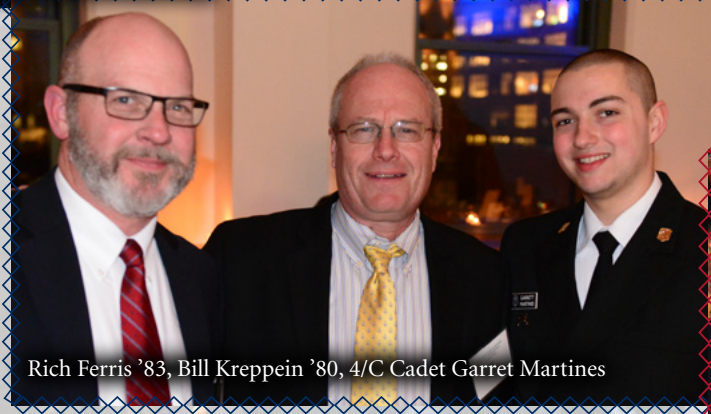
Dan Gillette '97, FSMAA President, Geraldo Rivera '65 (Hon.), Steve Carbery '80, Maggy Williams Giunco, FSMAA Director, AJ McAllister '80.



Frank Pusatere, Emily Pusatere, Kim Alfultis, Admiral Michael Alfultis, SUNY Maritime College President, Rhonda Gerson-Hurwitz.



Ed Dangler '49, who flew in from California for the event, with Jewel Spiegel



Rich Ferris '83, Bill Kreppin '80, 4/C Cadet Garret Martines



Carl Mattia '67 and 4/C Cadet Gabrielle McCracken, who gave a beautiful rendition of the *Star-Spangled Banner*.



JANUARY 28, 2016, TRIBECA 360



The Masterful Master of Ceremonies, Capt. Bob Fay '80



Cadets sponsored by alumni, Parents Association, companies: Matthew Crowley, Luke Peterson, Ashanti Storr, Gabrielle McCracken, Ashley O'Brien.



John '76 & Lee Ann '79 Traut



Dan Gillette '97 presenting Earl Baim '80 with Dedicated Service Award.

CLASS OF 1980 WATER BUFFALOES!



Classmates Bill Krepplein, Joe Breglia, Peter "Wheels" Sammis, Jim Maloney, Honoree Steve Carbery, Steve Gulotta, Honoree Earl Baim, MC Bob Fay, Tom Breglia, Andy Werner.



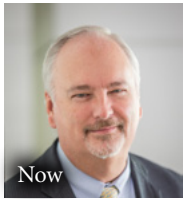
Stephen J. Carbery, Class of 1980 2016 Distinguished Alumnus of the Year

Exclusive Interview with the Mariner Editor, January 18, 2016



Tell us one of your favorite 'Fort Schuyler moments'.

Easy. The magic of the entire experience came together for me in one moment pretty early on. Having just finished my final M & R (Maintenance & Repair) shift of our MUG cruise, July 1977, wearing typical gear of an oily chambray shirt and jeans, I finally stepped off the *Empire State V*, onto the dock at Fort Schuyler. As I searched through the crowd of parents and ecstatic college girlfriends, I found my Dad (**Joe, Class of 1956**). I gave him a hug and said, "I got it, Dad. It all comes together once you've gone on cruise, doesn't it." That was it; I didn't have to explain it any further to my Dad; he was already smiling and patting me on the back; he knew "I got it". But, to elaborate for the sake of this conversation, it was as if all of a sudden, toward the end of cruise, I understood how the trifecta of *The Fort Schuyler Experience* – the ship, the license and the regiment - all work together to create something special. It was a pretty cool moment that I'll always cherish.



Did your Dad's experiences at Fort Schuyler influence your choosing the same path?

I've been attending Homecomings since probably 1959. Sure, I was only a year old at the time, but, I'm positive some of it seeped into my blood. We are a 'Fort Schuyler Family', for sure. Besides Dad, there was **Uncle Bob Whelan, Class of 1953**, who was my Dad's upperclassman, and who wound up marrying my Dad's sister (Aunt Eileen). It was impossible to avoid the Schuyler stories at family reunions. When I was accepted at NY Maritime as a Marine Engineering cadet, you can bet it was a pretty happy day in the Carbery household.



What was most formative about your years at the Dome?

The extracurricular activities were a lifeline; for me, it was Ice Hockey. To be able to play any sport for your school is an amazing honor and a privilege. I had some great teammates and enjoyed it immensely. I was even named **Division III All Star** my senior year.

And, you can't beat the stories it gives us and the bond it creates for your classmates experiencing it all together in those electric formative years. For the **Class of 1980**, the annual fishing trip — the *Islamorada Invasion* #3 this year - is proof of that. But also, we had

some really inspirational teachers who left their mark on us all. Some were the same teachers my Dad had had 24 years prior, and he and I tell the same stories about these remarkable people.



The Regiment is an aspect of the experience that changes your life, no question. At its core meaning, it's not about following orders; it's about learning to lead people and genuinely motivate people. Learning that skill at a young age is so important and translates into a "value-added" bonus to absolutely any field you pursue as your career.

Let's see... **Dr. Degani**, made us stand at attention when he walked into the room. **Dr. Hess** credits himself for single-handedly winning World War II, as he worked on perfecting a new bearing material for the new bigger tanks. The art of his storytelling was something to behold. If you make a phone call today to everyone who took Dr. Hess' class then, and ask them: *Who helped win World War II?* They'll all tell you: "*Dr. Fred Hess, of course.*" Off-hand, teachers who had a big impact... There was: **Conrad Youngren '67**, **Jose Femenia '64**, **Charlie Munsch '73**. There was **Dr. Fen Dow Chu** who started his class with this: "*My initials are F, D and C, and those are the grades that I give.*" He wasn't kidding, either! Some introduction. **Dr. Joe McNeill** taught senior-year Economics, which was so different from everything else we engineers were taking, it forced us to think differently; I found it very interesting. These giants of education seized special '*teachable moments*' in order to convey to us major principles that we will never forget. I will never forget being in the engine room during pre-cruise with "**Stormin' Norman**" **Wenagle** as the watch officer. We were down in the fire room on the old *TSES V* and we needed to bring the boilers up and get steam up, to bring on a turbo generator. We received the order to throw in another burner in the burner front. He looks at me and says "*Okay, throw in another burner, Cadet, and... Light it off!*" Then, he says, "*But, wait, what goes first: the steam or the oil? I seem to forget.*" I look up at him and say, "*Come on, Norm, you know it's the steam.*" He looks at me: "*I don't know. That sounds right; give it a try.*" You never forget those moments. It felt like a big moment of responsibility. A teaser into what it might feel like to be in charge of an engine room. I was making the decision. And, whoa, it was one that you cannot get wrong. So... Light it off, I did! In hindsight, I'm sure he would have stopped me if I was about to put fuel in first.

But... I didn't.

So...he didn't have to.



Did you feel qualified for your first job because of Maritime?

I can vividly picture in my mind walking onto the first ship I sailed on. *The SS American Astronaut* out of Howland Hook, Staten Island, NY, in the Fall of 1980. I arrived at the ship at 1600 in the afternoon, signed my first Articles, stowed my gear and went straight to the Engine Room for the 2000 - 0000 maneuvering watch, and then the 0800 - 1200 watch. It was a little intimidating, but I traced out all the lines and systems and was ready to do my part when the time came. Thankfully, I had an experienced oiler/fireman on with me. The ports were: Philadelphia to Baltimore, through the Panama Canal to Long Beach, Oakland, off to Honolulu, Guam, Hong Kong, Kaohsiung, Kobe, Yokohama, back across to Oakland, Long Beach, back through the Canal, Savannah & back to Howland Hook. That was 35 years ago, and those ports just rolled off my tongue. Because it was that good a run.

Yes, I felt prepared. I was pretty comfortable boiling water for a living - especially with those ports and with a good ship and crew. You know, sailing gives you much more responsibility at a young age than just about anything available shoreside... and the stories are way better.

Any interesting wreck during your Marine Insurance Surveying days when you worked for US Salvage?

I'll take you to a night in the winter of 1984. I receive a call about an oil barge that had broken loose on the way to Philadelphia from Staten Island, and was drifting down toward the Jersey Shore. She came ashore on Long Beach Island. I got the call and was sent down to represent the hull insurance underwriters. When I arrive on scene, I meet up with **Hank Halboth**, another alum, **Class of 1944**, who is this charismatic, larger-than-life Salvage Master and who was representing the barge owners who were looking into the vessel's salvage potential. Hank and I are standing there together on the beach - the beautiful Island Beach State Park - looking at this big empty barge laying on this flat sandy beach. After sunset, dead of winter. I'm 26, Hank's 62. I'm pausing to hear Hank's experience speak. And it does.

(Continued on next page)

Hank says, “We are going to write a Lloyd’s Open Form of Salvage contract.” It’s the dead of night by now; we find a bar that’s still open; we sit down with a yellow legal pad; we write a contract that we can both agree upon. We shake on it, then find a 24-hour pharmacy, and I make three photocopies. We call in the three salvage companies bidding on the job, they prepare their bids, we open and review the bids, and pick the lowest bidder. We were back at the bar to warm up and to call in the awarding of the contract. As Hank and I head out at dawn and go back to the beach to see the salvor start his work at high tide, we see tugboats arriving offshore from New York City. Then, the silence of the dawn of day is broken by the sound of a bulldozer driving down the beach. The bulldozer driver pulls up and parks in front of the barge. Hank and I walk over to the operator and ask “May we help you?” “Well, I’m here to help,” he says, “I’m going to push the barge off the beach with my bulldozer. How much could it weigh? It’s empty, right?” In no uncertain terms, Hank looks at the guy and says “It’s 24,000 deadweight tons and full of gasoline fumes and you’re here with your bulldozer. You think you can push this off the beach, just like that?? I don’t think so! Get that Tonka Toy outta’ here right now!” Later, we watch as the salvors carefully re-float the barge at high tide without incident, and we were able to save the asset for the company and the underwriters. It was a pretty good day.

The stakes of facilities engineering are at such a higher level when it comes to facilities of hospitals. Give us a taste of those stakes and how you manage it.

Hospitals are a 24-7-365 operation; we never close. Hospitals are the only buildings designed so that you don’t evacuate in case of a fire. Think of one of your loved ones confined to a hospital bed and something goes wrong. The normal response is to get out. But, we design our buildings and train our staff to “Defend in Place”. All of our fire doors, smoke walls, penetrations, smoke evacuation systems are designed to prevent the spread of smoke and flames. It takes constant vigilance to maintain its integrity for the safety of



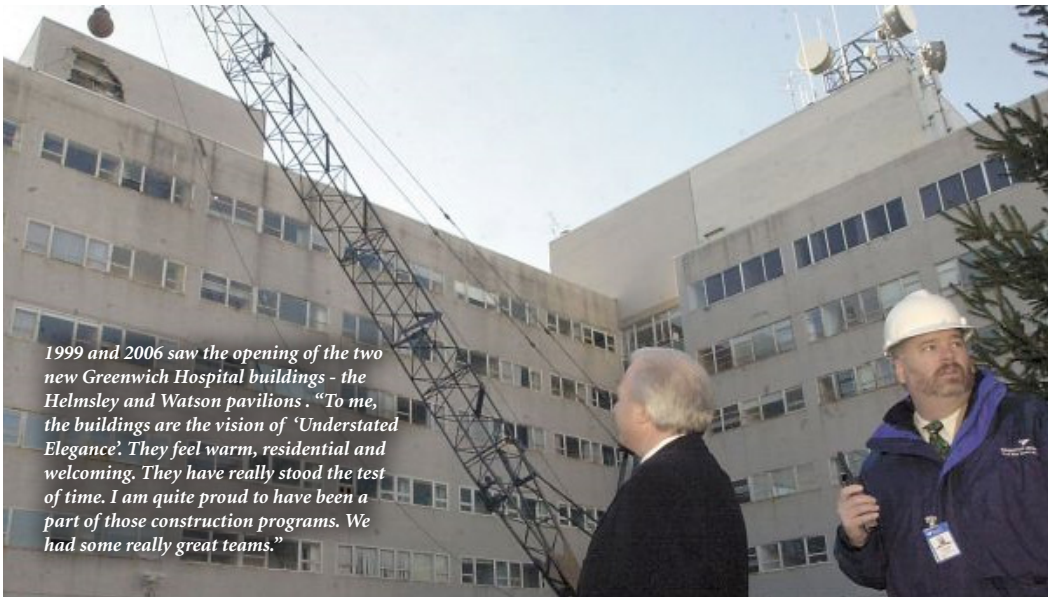
“To recruit the best surgeons in the world, Yale New Haven Hospital designed and built two brand new state-of-the-art operating rooms. I was thrilled to be a part of the team that researched & designed these two new ORs. The result has a big ‘wow’ factor. These are 690 square feet of stainless steel, state-of-the-art air-handling systems, all the latest LED Lights, booms, large Patient Information Monitors, iPad control panels in the walls to control the air-conditioning and music systems, “Star-Trek”-like sliding doors to allow quick and unfettered access.”

had better know what’s connected to it. That’s clearly a higher stake working in hospital facilities management. We have lives depending on all of our systems and they need to perform flawlessly 24/7/365. Needless to say, we take it very seriously. It’s why it’s so important to hire great, dedicated employees with full understanding of our systems, as well as alignment with the core values of the Yale New Haven Health System.

How has networking with alumni affected you?

I landed two great jobs because of the Alumni Association. First, **Richard Burke, Class of 1972**, hired me at US Salvage. Then, at an alumni function years later, while talking with **Dick Nemeth, Class of 1956**, he complained to me that he couldn’t find the right fit for an Assistant Director of Engineering position he had open at Greenwich Hospital. He then asked me to apply. My response was, “I hate hospitals; they smell, and they’re full of sick people.” But, I went on the interview, and you know what? Greenwich Hospital didn’t smell like a hospital. I accepted the job and I really loved being responsible for my own equipment. As many engineers do, I like to fix stuff, I love to build stuff, I like to ‘own’ what I’m working on. I like having ownership of what our teams accomplish. Hospitals turned out to be the right fit for me. It was the best move I ever made.

My thoughts to the younger alumni is that it’s a given these days that social media is a real convenience to stay connected - once you know someone. But, I feel that there is a different, deeper value to in-person networking. In order to establish a true connection, for that first impression, for trying to determine how someone might treat you while handling a contentious work issue, for an employer to gauge whether a prospective employee is aligned with the institution’s core value system... I don’t feel social media can come close to replacing one-on-one networking.



1999 and 2006 saw the opening of the two new Greenwich Hospital buildings - the Helmsley and Watson pavilions. "To me, the buildings are the vision of 'Understated Elegance'. They feel warm, residential and welcoming. They have really stood the test of time. I am quite proud to have been a part of those construction programs. We had some really great teams."



There were some people who were great influences on my early career, but one standout was **Charlie Balancia '56** who was considered by many to be "**The Father of the Modern Hospital Facilities Engineer**". Charlie was the most forward-thinking figure in our history in his approach to hospital facilities management. And there's an entire hospital industry filled with Schuyler alumni because of Charlie, who worked at Montefiore Medical Center and who was very supportive of hiring alumni. He has been credited with - and rightfully so - creating some of the more sophisticated, modern engineering departments in hospitals, and we are all influenced by his thinking and grateful for our contact with him.

Dick Nemeth, Class of 1956, gave me good advice: "You don't have to know everything, but you have to know who to call..." How do you figure out who to call? Well, you network. And how do you learn to network? Well, the FSMAA is a good place to start; it allows you to expand your horizons, it helps you connect with problem-solving people, it lets you access free resources - that is, the people who came before you whose experience you can learn from.

Now, as I sit on the other end of the interview table, I have the payoff of alumni networking working for me. I also think of one of **Warren Buffet's** great quotes. When asked what he looks for in new hires he stated: "When I look to hire someone, I look for someone with brains, energy and integrity. And I make sure they have the third - integrity - because if they don't have the third, then the first two (brains and energy) will kill you!" I recently hired **Darius Boodoosingh, Class of 2011**, for an important position at Greenwich Hospital. He has a lot of responsibility there, and he has not disappointed. This young man has the ability (*brains*), the determination (*energy*), the training, the experience, and the values (*integrity*) to take charge of the hospital's power plant and manage the staff. I know he has a great foundation to build on... After all, he's a Schuyler guy.

I have even told my kids during their college search how to start networking: When you're in high school looking at a prospective college: Look at where the alumni land. See where they work. Find a company or industry that you want to work in, see who is doing what you want to do, and see what college they graduated from. I can guarantee you: they will want to hire their own. They want to hire people who they feel are qualified because they know that those new alumni had the same training and education that they benefit from. That's the most practical ingredient when selecting a college or career.



Your kids are just out of the house now. Any parenting advice?

Yes. For starters: Marry someone smart, interesting and dedicated to parenting - like I did. There is no doubt that our kids grew up well-adjusted because my wife Wendy has always paid attention to the details, while I was off working and at times distracted from what was going on during the day at home.

And, we have two great kids who have become delightful, successful young adults as a result of Wendy's constant guidance. She is a great parent and a great wife. To our kids, we tried to be parents first, then mentors, and then friends. We tried to instill our values in the kids as best

we could. There were many years where the kids' friends were more influential than we were as parents, so it seemed like an uphill battle during that time; that's what I call the 'blackout period' when I wondered what stuck. But, after that period was over, I realized that the core family values are still entrenched in them from those all-important "early years". That is probably the most satisfying part of my life - watching Shannon and Daniel grow up and succeed. Mission accomplished.



The happy Carbery Family: Daniel, Wendy, Shannon, Steve.





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CHAPTER GATHERINGS

Delaware Valley Chapter Holiday Party • December 16, 2015 • Philadelphia



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New England Chapter • November 7, 2015 • Battleship Cove, MA



Kathy & Ed Shepherd '57, Evelyn & Alex Wiedmann '59, Jack Burns '58, Maureen & Roger Wessel '54, Aaron Eicoff '10, Alex Edge, Chris Edge, Judy & Tony Edge '61, Ray Grosjean, Frank Micari '75 and Steve Hertz '57.

Passing of the Batons



On February 17, 2016, Peter Baci, Class of 1969, (left) handed over the reins of the Chapter Presidency to Nick Orfanidis, Class of 1973.

Northeast Florida Chapter



Baltimore Chapter



*On February 23, 2016, the Baltimore Chapter held a meeting to wish farewell to its founder **Capt. John Knauss, Class of 1991**, who is moving on to warmer seas and a higher pay grade (See Alumni News, page 20). The Chapter elected **Brian Houst, Class of 2002**, (pictured above) as President, and **Capt. JJ Malone, Class of 1992**, as Secretary.*

Congratulations to all and thanks for stepping up!



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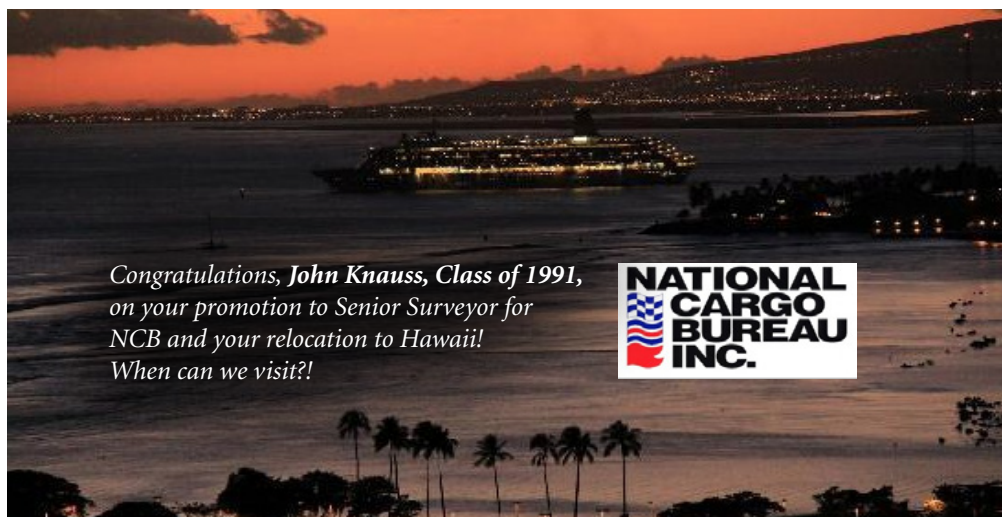
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Promotion Celebration for **Capt. Brian J. Hillers, Class of 1994**, of Navy Reserve Strategic Sealift Unit 102 was held August 1, 2015 onboard the 'Battleship New Jersey'.

Congratulations, Captain!

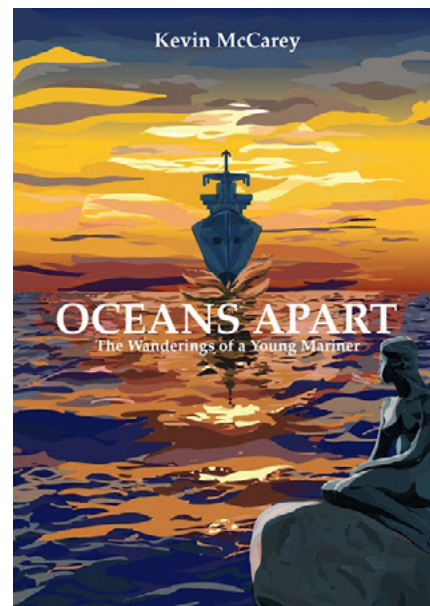


Congratulations, **John Knauss, Class of 1991**, on your promotion to Senior Surveyor for NCB and your relocation to Hawaii!
When can we visit?!



Kevin McCarey, Class of 1967, has just published the prequel to 'Islands Under Fire'. 'Oceans Apart: The Wanderings of a Young Mariner' covers Kevin's upbringing in the Hudson Valley, his Schuyler years and his shipping out during Vietnam. Interwoven with the reminiscences are passages on Schuyler history (including the 'Empire State IV'). It's received some fine reviews - including a gem from our most notable alumnus **Gary Jobson, Class of 1973** - and for a week at least it was listed on Amazon as #1 Bestseller Sailing narratives. Jobson says, "Using the philosophical lessons of poets, song writers and veteran mariners, Kevin McCarey helps us to understand the vagaries of life at sea. At times, this compelling story is an emotional rollercoaster ride as we learn about the lives of underappreciated merchant mariners."

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SEA TOW ANNOUNCES COMPANY'S LEADERSHIP TO STAY IN THE FAMILY

(as reported in *The Suffolk Times* 2/2/16, Photo Credit: Courtesy Photos)

Following the death of founder Joseph Frohnhoefer, Jr. last year, Sea Tow Services International has named his son, **Capt. Joseph Frohnhoefer III** as Chief Executive Officer of the company, and his daughter Kristen Frohnhoefer, as President.

Joseph graduated from SUNY Maritime College in 1997 and "virtually grew up on a boat." He was one of the first Sea Tow

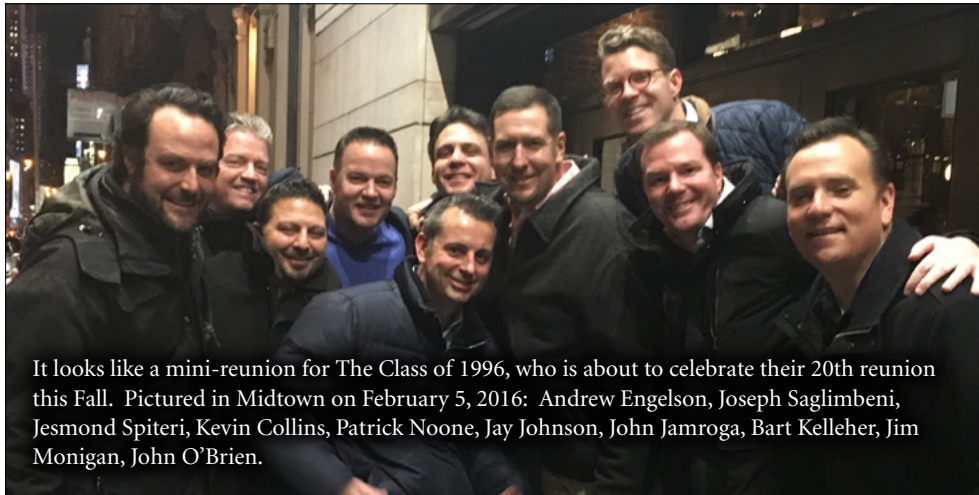


Capt. Joe Frohnhoefer '97

deckhands and became a Sea Tow Captain after earning his first USCG Captain's license at 19 years old. He joined Sea Tow full-time in 2002. As CEO, he will oversee Sea Tow's entire business with a focus on its domestic and international external operations, including legal, franchise development, operations, and compliance, the statement read. He also maintains key relationships across the marine industry.

Sea Tow was founded in 1983 to help boaters stranded in the water after the USCG changed its policies about responding to non-emergency calls while Mr. Frohnhoefer was working as Bay Constable for Southold Town Police. The company has since expanded internationally and moved beyond towing stalled boats.

Congratulations, Joe!



It looks like a mini-reunion for The Class of 1996, who is about to celebrate their 20th reunion this Fall. Pictured in Midtown on February 5, 2016: Andrew Engelson, Joseph Saglimbeni, Jesmond Spiteri, Kevin Collins, Patrick Noone, Jay Johnson, John Jamroga, Bart Kelleher, Jim Monigan, John O'Brien.



This past Labor Day, September 7, 2015, Jim Nordmann (ME '75) appeared on the set of the *NBC Today Show*. Jim recently completed a Master Certification course in Body Language and Communication with Janine Driver and Jim is on the set supporting her on-camera appearance. Pictured: Willie Geist (co-anchor *NBC Today*), Natalee Morales (co-anchor *NBC Today*), Jim Nordmann, Class of 1975, Janine Driver (President, Body Language Institute), Brandi Malloy (lifestyle correspondent), Crystal Williamson (Janine Driver student).

Eugene B. Ackerman, Class of 1949, February 11, 2016

Howard C. Amron, Class of 1946, July 26, 2015

Gaetano "Guy" P. Angione, Class of 1981, January 9, 2016

Harvey Borgen, Class of 1963, Oct 22, 2015

John B. Cirino, Class of 1950, December 16, 2015

Franklin P. "Clem" Clement, Class of Oct. 1946, December 16, 2015

Lawrence Donohue, Class of 1957, January 30, 2016

Donald H. Feron, Class of 1958, October 23, 2015

Angelo Gazzotto, Class of 1963, February 10, 2016

William Heller, Class of 1945, November 16, 2015

Thomas C. Magliocca, Class of 1953, January 2, 2016

Thomas McCarthy, Class of 1957, November 2, 2015

Eugene D. McGahren, Jr., Class of Oct. 1946, January 2, 2015

Lawrence W. Moore, Class of 1966, November 3, 2015

Ralph A. Nitt, Class of 1953, April 9, 2015

Joseph Phayer, Class of 1950, October 31, 2016

Robert J. Ryniker, Class of 1965, February 6, 2016

David J. Salwen, Class of Oct. 1946, May 14, 2015

Robert B. Schabacker, Class of 1957, October 30, 2015

Glenn J. Secrest, Class of 1963, November 20, 2015

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as Naval Architect

Nicholas Wallinder, Class of 2016
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