



Jesse Calhoun (far right) spearheaded the creation of the CMES which bears his name. The first and longest serving Director, Roy Luebbe, is at center.

CMES—IN A CLASS OF ITS OWN FOR 40 YEARS!

The Directors Speak...

In celebration of the Calhoun MEBA Engineering School's 40th anniversary, we asked a few questions to each of the six Directors who have overseen the School. Each of them was kind of enough to share some of their thoughts about their tenure at this remarkable institution...



Roy Luebbe
Director
1966-1986

Tell us about the early years at the School...

I came to Baltimore 40 years ago in September 1966 to start the MEBA Engineering School. At that time I never realized it would develop into the fine educational institution that we have today. The 20 years that I was director were challenging, exciting and fulfilling. I have a great deal of memories and could tell many stories.

We started in the old Emerson Hotel located on the corner of Baltimore Street and Calvert Street. The School was given a goal to graduate 350 new third assistant engineers a year. We took in two new cadets classes each month and graduated 25 third assistants each month.

We started new courses for the MEBA engineers. In about three years we had a total enrollment of 450 students of which one-third were students enrolled in twelve different courses varying in length from four to eight weeks.

Soon after the start, the School was moved from the Emerson Hotel and into the building at 9 Light Street. What happened?

After beginning courses we soon found out that it was not possible to run the School in an operating hotel. Four months later we moved into the vacant Southern Hotel known as 9 Light Street, and it was then named the Calhoun MEBA Engineering School.

“To provide each of today’s professional MEBA marine engineers and deck officers with internationally recognized, state of the art training and experience that enhances the safety, reliability, and profitability of their vessels, while preserving and protecting the natural environment.”

Plenty of refurbishments were needed to make the building sufficient to our needs. During the first four years at Nine Light Street classes continued while walls were removed so that we could create 21 modern classrooms.

A machine shop and welding shop were built in the basement as well as administrative and instructor offices. Every window was replaced and we even converted the fourteenth floor hotel ballroom into a gymnasium.

You headed the School when the decision was made to bring the facility to Easton, MD where it is today. Can you talk about that?

In the early 1970s, the Training Plan purchased the Easton property. We built the lifeboat pier and started lifeboat training, an element of training impossible at the Light Street location.

The trustees soon decided to build a new school in Easton. After one year of planning, the

construction of the dormitory and classroom buildings began. Following the completion of the two new buildings, part of the School operation was moved to Easton. The complete School operation could not be moved at that time as we had too many students for the new School to handle, too few classrooms and no machine shop and welding shop. For four years the School operated both at the Baltimore School and in Easton. The wing containing the machine shop, welding shop and additional

classrooms was then constructed and all classes were moved to Easton in 1984 and the Baltimore School was closed.

In 1989, the cadet classes were phased out and the School then conducted only classes for MEBA engineers (and deck officers later on). During the twenty years I was director of the School, 2035 Third Assistant Engineers were graduated and several thousand engineers took advantage of the courses available.

Since that date there had been no new construction at the School until the Luebbe Center was built [*The Roy A. Luebbe Center, housing a state-of-the-art cafeteria, conference room, and additional dorm rooms, was completed in 2001*]. It was a great honor to have the building named after me.

Any other thoughts?

The cadets who attended the School in Baltimore will never forget 9 Light Street. Though the buildings are just brick and mortar – without the excellent staff we had and which still exists at the School — it would never have been the success it is today.



Gil LaDana
(Acting) Director
1986-1988

You were the #2 man at the School for years before you took over following the retirement of Mr. Luebbe. What stood out as you took the reins?

I was the acting Director from May 1986 to May 1988, two of the worst years in the history of the School. The cadet program was in the last two years of existence, the members' courses were being eliminated and we were constantly reducing staff as the programs were being rolled back and the morale was at rock bottom. It definitely was the worst two years of my tenure at the School.

How did you get involved there initially?

I'm a graduate of Kings Point and joined the MEBA right out of school. I was born and raised in Baltimore and continued to reside there when a faculty position came open at the School in 1968. I thought it would be a good opportunity to spend a few years at home while my children were young. I never thought I would stay for twenty years.

At first I began working at the School as an instructor in the engineering department, and was subsequently promoted to Head of the Engineering Department in 1974, Assistant Director in 1975, and finally Acting Director. All of my major accomplishments occurred prior to my assignment as Acting Director. As the Assistant Director I was responsible for the development of many new courses and changes in the curriculum. I personally developed the Instrumentation course, and led the development of the hydraulic course, including the installation of labs. I took on the responsibility of developing a new License Upgrading book when the Coast Guard totally converted to multiple choice questions. This turned out to be a monumental and never

ending task, but the end product was very successful. These were exciting and dynamic years.

I had input into the construction of the new facility in Easton and personally determined the curriculum which we began teaching there in 1980. Later, I was given the responsibility of moving the entire cadet and member programs from the building in Baltimore to the Easton facility. With the aide of a shoe horn and much innovation I was able to house all the students and find classroom space for all the courses. The School was jammed to overflowing at that time, which created a lot of short fuses among the student body. As the Assistant Director I was responsible for all disciplinary problems, and there were many at that time.

What was your proudest achievement as School Director?

There were no proud moments during my time as Director. I was constantly told to cut the budget and reduce the staff while trying to maintain the high standards we had set while developing our program. While I was the Assistant Director, we received a visit from members of the Arab League who were beginning to develop their own maritime school. They had already visited maritime schools in England, Germany, and Scandinavia and were looking at schools in the U.S. After visiting the Massachusetts Maritime Academy and the Federal Academy at Kings Point, they came to our school. Their main goal was to determine what was the best curriculum for teaching their students. When their program was finally developed and in operation, I received a copy of their brochure. They had virtually copied our curriculum and the layout of our cadet program. It was then that I knew we were doing something right.

The biggest challenge I had as Director was juggling the curriculum and maintaining the proper staff to continue teaching

all the courses in a professional manner.

Why did the cadet program end?

The cadet program was terminated because there were not enough jobs for all the graduates, and the traditional maritime schools were supplying more than enough new engineers.

Can you talk about a memorable moment?

All of the memorable moments I had as Director were negative. It was not a good time to be in charge of the School. The MEBA president at that time, Gene DeFries wanted to get out of the education business and was not interested in maintaining a professional organization. He and I did not share the same vision for the future quality of the MEBA member.

Who were some of the more memorable students and/or instructors when you headed up the School?

There were many outstanding students who passed through our cadet program but the one who stands out most in my mind was our first female student, Joyce Hanson. This was a revolutionary event and it had to take an enormous amount of courage for her to enter an all male establishment. She turned out to be an outstanding student and someone I admired for her courage and fortitude. Of course, she is now the Director of the School.

Over the years, we had many outstanding instructors but the one who stands out most in my mind is Art Newberry. I hired Art because of his knowledge in marine engineering as well as his vast experience in the educational field. He was truly a professional educator. Gene DeFries forced me to terminate his employment while I was the Director, because he wanted to maintain only MEBA members on the School staff. I later asked Larry O'Toole to rehire Art if at all possible when he became

Director. He did, and it turned out to be a very good move for the School. The auditorium is now named in his honor.



Larry O'Toole
Director
1991-1996

You took over the School in a "low" period. How did you get involved?

I was an Instructor at the School from 1969-74 and saw the value of the School not only for the Union but for the whole industry. After 1988 when the [ill-fated] merger with the National Maritime Union (NMU) occurred, the School's name was changed to the "District No.1-MEBA/NMU Training School" and they brought in the unlicensed to train there. They probably had more NMU students than MEBA students and only offered three courses for engineers – a computer course, a diesel course and – I believe an upgrading course. The bosuns had all the prime classrooms. Many other classrooms were being used for NMU storage and were chock full of NMU materials piled up.

In 1990 when the MAD committee won the election and began serving in 1991, one of the critical occurrences was that the Licensed Division proved in court that the medical plan and training plan belonged to it and not to the MEBA/NMU. *[Editor's note: Members Advocating Democracy (MAD) was a movement of MEBA members that restored democracy to the Union and threw out the corrupt DeFries administration.]*

Soon after, I was asked to go to Easton and do a review of the MEBA/NMU Training School. At the time I was the Chief Engineer of an LNG ship. So during my vacation I spent six weeks *[March-April 1991]* down there where I reviewed and wrote a report and recommendations about what direction the

Continued on page 20.

Directors Speak, Continued...

School should go in. After the report was submitted, they asked me to stay on as the new Director of the School.

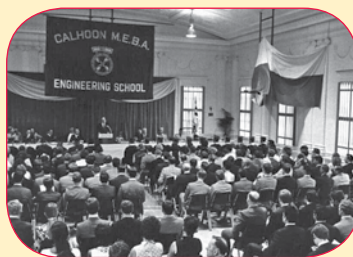
When I took over, I had a game plan – the report I had submitted. Roy Luebbe had made the School a gem of cadet training. My goal was to make it into a continuing education school.

What was your biggest challenge during those years?

I didn't know whether we would succeed. Though we had won a court battle, the Union was still in turmoil. The biggest challenge was to deal with the Gene DeFries group that was still hanging on as well as the NMU which was still at the School. The NMU presence was chaotic – there always seemed to be someone getting in trouble. One memory that typifies those days was when two NMU guys got into a fist fight and one got his nose broken. There was blood all over the place and the teachers were desperately trying to clean up the blood before a tour group came in for a visit.

There was a gap between when Gil LaDana headed things up until when you came onboard. What happened in the interim?

DeFries didn't have much interest in the School. It was dying out. There were a series of caretakers at the School who kept things going in the interim. When I got there, Shirley Shelton [*who is still working at the School as Registrar*] was essentially in charge and administering day-to-day affairs.



At a ceremony in the Light Street Facility. The very first class of cadets, Group 1A, graduated in October 1968. The License Upgrading Course for MEBA members began at CMES on November 14th, 1967.

Baltimore Branch Agent Don Masingo would keep an eye on things from time to time – but he was busy in Baltimore and only came in once in a while.

It sounds like the School was on standby – essentially rudderless. How long did it take to turn things around?

It took awhile to get going. When you're on a ship – the amount of fuel it takes to get the vessel going from a stop position to a full sea speed is tremendous. But once you get up there and the ship is running – the amount of fuel requirement drops off significantly. It took a lot of energy. There were additional new hires...but there was a spirit of 'let's move this thing ahead.' We continually came out with new courses – it was a very exciting time.

When I took over as director, the IMO was pushing to revise the certification of seafarers and I became active in that. We were a player in the development of STCW '95.

We brought back graduation ceremonies for those who completed their courses. We also created the first school calendar which included important course and School information. Admittedly it's been improved since then. Peter Hammond notched it up into a more organized format. We had more of an in-house version. We began grooming our courses to get Coast Guard-approved status and ISO [*International Organization for Standardization*] certification. Also, we began working on a college equivalency program to help our members formerly in the cadet program to transfer credits. We did a lot of work on other certifications and maritime committees including MERPAC [*the Coast Guard's*

Merchant Marine Personnel Advisory Committee], which I was a part of. When I left as Director in May, 1996 – I think I achieved about 85% of what I wanted to do.

Subsequent directors have really continued to make the School a special place. I have high regard for Peter Hammond and Henry Phillips as well as Joyce [*Matthews*] who is also doing a good job. It is a very difficult job, though.

Who were some of the people that stand out during your tenure?

There were just too many to mention and I hesitate because I don't want to leave people out. But off the top of my head I'd say Shirley [*Shelton*] and Tracy [*Pinheiro*] and several others including Art Newberry, of course. Also, Gisela [*Ritter*] who was [*and still is*] a steady force. But some others who especially distinguished themselves were Lee Kincaid, Roger Fullwood, Thurland Wilkinson and Frank Walsh.

Can you list a memory from your time at the School that stands out?

Before I took over, students had never been allowed in the Manor House or some of the other houses on campus that were treated as places only for the "nobility." I purposely had receptions at the Manor House for the students—and that turned into a big thing.

Another memory dates back to 1992 when we had a ceremony to change the "MEBA/NMU Training School" name back to the Calhoon MEBA Engineering School.

One of our Chief Engineers Ed Bless and [*current Instructor*] Brian McArdle were the members who physically restored the name at the entrance of the School. The people who had cut off the name years before had saved the lettering. It was a great moment.



Peter Hammond
Director
1996-1999

Tell us about a proud achievement at the School...

My proudest achievement as School Director was "raising the status, visibility, and fine reputation of the School and students by adding to and enhancing the education and services provided to the members." During my tenure I am proud of what we did as the team that added over 10 new courses, upgraded all existing courses, attained DNV and ACE certifications, and designed and initiated construction of the Luebbe Center. We influenced national maritime policy by hosting and participating in USCG and MarAd working groups, sending delegates to the IMO, and by sponsoring and attending national and international maritime conferences and exhibitions. We established the Calhoon Alumni Association reunions, introduced the first course catalogs and pictorial calendars and upgraded the library, buildings and grounds. All this went a long way toward strengthening the pride and sense of ownership of our primary clients – the MEBA members.

By our actions and performance we demonstrated to industry, government, and other maritime unions that the Calhoon MEBA Engineering School is the finest marine officer training facility in the USA.

Could you talk about some of the challenges you faced?

The biggest challenge in such a job is dealing with all the people issues. Without staff and students we are talking about a collection of empty buildings that are easy to look after. Every day the director has to work hard to fairly and evenly provide the

staff the tools and support they need to deliver education and service to the members. It takes a deft touch to navigate through all the concerns, disputes, and needs of the union members and executive, Trustees, USCG, Federal Agencies, shipping company managers, local and state governments, and the countless others that interact with the School. All of these groups have needs or assets that must be constantly re-balanced to maintain harmony and progress.

The biggest challenges generally require the largest risk but ultimately provide the most satisfaction...when you get it right. If the Director can communicate a vision and get people excited about the outcome then almost anything becomes possible. Being an effective manager can actually be fairly easy when you let your staff know what needs to be done, provide what is necessary for the job, encourage and recognize their efforts, and then try to stay out of their way while they get the work done.

How did you get involved with the Union and the School?

As a cadet during the Vietnam sealift, all the ships I sailed on were under MEBA contracts. Twice I visited the S.F. Union hall with engineer shipmates that thought I should know what the Union offered. Many ships sailed short-handed in the late '60s and on one trip we lost a 3rd Engineer due to medical reasons. The Chief and the Captain took me to the consulate in Yokohama and changed the articles to re-rate me from Cadet to Temporary Acting 3rd Assistant Engineer of the SS HONG KONG BEAR. Upon our return, the patrolman in S.F. negotiated split wages for the other engineers and, I believe, pension and medical contributions on the wages paid

to me. I was impressed with the service of MEBA and the respect shown the Union by the company. Upon graduation there was never any doubt about my choice of labor organizations.

I took my first course, Diesel Engineering, at the School in 1980. Half of the class was in Baltimore and the other in Easton. I believe my class was the second group to train on the Sulzer Engine in the Diesel Lab. During Gordon Ward's term as President of the MEBA I was an alternate Trustee for the Union and attended meetings at the School and elsewhere. It was then I came to know the School better and I spent many hours discussing engineering education with Director Larry O'Toole. I was a strong advocate of the School adding a course in Instrumentation. My service on fully automated vessels convinced me that our members needed such training. Needless to say, I was thrilled when the School developed the program. It was one of the first courses we upgraded and expanded after I began as Director. I was able to take the course not long after my term as Director ended.

In November of 1995 I was Chief Engineer of the M/V PRESIDENT KENNEDY and Alex Shandrowsky signed on as our 2nd Engineer. We had a great trip and developed a friendship and mutual respect for each other's talents. Not long after Alex assumed the [MEBA] presidency he stunned me by calling and asking if I would stand as the interim Director of the School. After initially refusing the offer my wife helped convince me that accepting the call was the correct action. I thrive on challenge and the sea trips were becoming routine; I needed something new to take on. Assuming the Directorship of the School was probably the biggest single challenge I've

ever undertaken. I've been blessed with many wonderful opportunities but I hold my time as Director of the School one of the most important events of my professional life.

Who were some of the more memorable students and/or instructors when you headed up the School?

It would take far too much time to list all of the instructors, staff, and members that I admire and call friends. To try and provide a short list would be wholly unfair to all the others not mentioned who also contributed greatly to my success in the job of Director. However, I can't dodge this question entirely out of worry over leaving someone out. Frank Walsh (Welding and Machine Shop Instructor), Vernon Freeman (Head Groundskeeper) and Art Newberry (Assistant Director) deserve special mention. They were mentors and role models that I try and emulate to this day.

"Father Frank", with his 10mW smile and mischievous sense of humor and wardrobe gives attention, affection, and respect to everyone he meets. He loves and helps any and all and in return is loved and remembered by all. Frank's generosity of good spirit positively has affected so many aspects of school life that he helped make every Director's job easier and a lot more fun.

Vernon Freeman is a model of dignity, integrity, and patience. He is wise and non-judgmental and does not engage in gossip or politics. As the longest serving employee of the School he holds a rich history of the land and the people. His unwavering commitment to the School is well known and admired by all the staff. Many of us on staff drew strength and inspiration by Vernon's example.

Arthur Newberry's passion for service, variety, and excellence in education were indispensable to the School during my term as Director, the School's time of greatest growth since its founding. He provided critical continuity through many Union and School administrations. Art's advice and expertise helped me immeasurably as together we developed and facilitated strategy and vision for the School. Our dedication to keeping the School on a rising plane of excellence never wavered and we attained many, many goals.

Can you discuss some of the changes in the country that affected course development?

The USCG adoption and introduction of the rules emanating from the IMO STCW '95 convention were the most wide-ranging changes imposed on the American merchant mariner in many, many decades. Every mariner in the country that worked offshore was affected. Suddenly, every single MEBA member had several courses to take and new documents to obtain in a limited time frame.

The School administration and faculty had to move very quickly to write the necessary courses, get them approved, and then start the huge task of providing the training to all members before the various deadlines. We increased the student throughput at the School and sent instructors out to the halls and other remote locations to make sure our members would remain certified to sail.

I am proud to say that we met the challenge early and led nearly every other school in the country in getting our courses up and running and our members trained. It was a huge effort and we met the challenge with flying colors.

The STCW rules also required the School to become certified by an outside auditing authority and we chose Det Norske Veritas; a choice that has paid off many times over. We achieved our certification on the very first try in a record short time. We were the second school in the nation to be certified under the new IMO rules.

Our courses are so well done that, in many cases, they have become the de facto standards used by the USCG to assess courses submitted by other schools. The Gas Turbine Engineering course we introduced was the very first in the country and it too became the standard and the model for the now mandatory requirement to take formal gas turbine training prior to being issued a gas turbine endorsement on a license.

Any other thoughts?

My time as Director of the Calhoun MEBA Engineering School is one of the major highlights of my career. I am proud to have been given the opportunity to serve as the School Director and I am equally proud of the work we did and the milestones we reached during my term. I had an exceptional staff to work with and I will never forget any of them.



Henry Phillips
Director
2000-2002

What do you regard as your proudest achievement as School Director?

Being the first alumnus named as School Director and continuing the tradition, established by Roy Luebbe, of service to the men and women of the MEBA.

What was your biggest challenge?

Concurrently overseeing the construction of the Luebbe Center while conducting the duties of School Director.

How did you get involved with the School and Union?

While sailing unlicensed, the MEBA members I sailed with encouraged me to pursue an engineer's license. I entered the cadet program at the School and started sailing with the MEBA after graduation. I had worked at the School part time helping to establish the Instrumentation Course. After ending my sailing career I was on my way to retirement when I was unexpectedly called on to become School Director.

Who were some of the memorable students and/or instructors when you headed up the School?

Instructors Frank Walsh and Thurland Wilkinson were not only memorable but good friends to many members that crossed their paths. The most memorable student had to be Bill Tracy. He always brought life to the party.

The School has played host to a number of political bigwigs and even celebrities from time to time. Does anyone stand out and do you have any related stories?

'What happens at Club MEBA stays at Club MEBA' was my motto.

Can you talk about a memorable moment?

September 11, 2001 was regrettably my most memorable. It was a watershed mark and had a great impact not only on me but on the psyche of the membership and the School. I went from classroom to classroom to notify the members of the loss of a Union brother [Jay Corcoran] on one of the flights, then conveyed the news of the loss of [former MEBA President] Gordon Ward's

son [Stephen] in the World Trade Center. All this was followed by having to console a member and his wife, who were at the School, concerning the fate of their daughter who worked at the World Trade Center and was feared lost. I went into counseling mode.

How did the events of 9/11/01 impact training at the School?

After 9/11 the School had to ramp up training to meet additional MSC requirements. We beefed up courses such as the Government Vessel Operations class to certify a large influx of members who would sail into the war zones as part of Operation Iraqi Freedom.

Our Damage Control Trainer course was created and the School designed and built the unique Damage Control lab that helps prepare our members for dealing with certain critical scenarios onboard ship.

At the same time we had additional ships come online and we continued to groom our courses to ensure our students were thoroughly prepared.

Any other thoughts?

It was a great honor to be even considered as Director of the School. I feel that I could never repay the opportunities afforded me by the MEBA, so if I could contribute something in return, by being Director of the School, it was time well spent delaying my retirement.

Without the great group of instructors and staff the School would be nothing more than brick and mortar. It is their dedication and hard work that makes it the "Crown Jewel" of the MEBA.



Joyce Matthews
Director
2002-Present

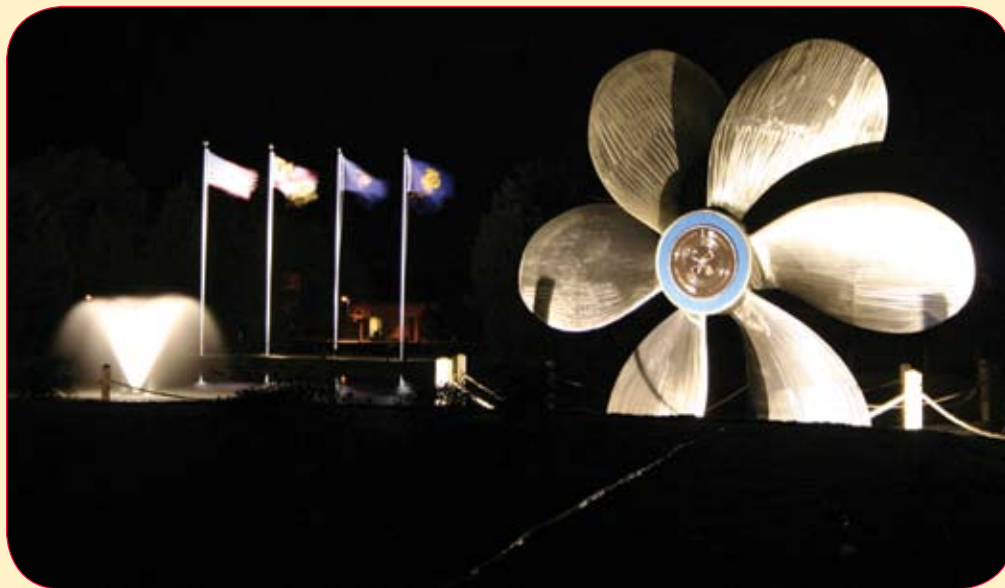
How did you get involved with the MEBA and the School?

After graduating with a bachelor's degree in political science from UNC-Chapel Hill, I traveled to San Francisco and worked as a "boat puller" (deck hand, fish cleaner) on a commercial salmon trawler for the fishing season. I loved the job and wanted to buy a boat of my own. Since the boat was a documented vessel, I was eligible to use the Public Health Hospital as a merchant mariner, and that is how I first learned about the U.S. Merchant Marine. (The skipper of the boat was an ex-mariner and spoke often of his adventures sailing as an AB on freighters.)

That fall (1974) when I returned to visit my parents in Maryland I saw an ad for the School in a college advertising supplement in the *Baltimore Sun*. I drove to the School, asked for information, and was given a tour. I mistakenly thought the School would provide me with the skills to become a radar technician, thus allowing me to repair radars on fishing boats until I earned enough money to buy my own salmon trawler. I applied and was accepted for the March 1975 class.

What are some of your proudest achievements as Director?

It has been very gratifying to have been involved in the construction of the bridge simulation suite, the Newberry Auditorium and the MEBA Merchant Marine Memorial. However, I am most proud to be the Director of a dedicated, enthusiastic CMES faculty and staff that has established Management Level Upgrading Programs for both Deck and Engineering Officers.



MEBA's beautiful new Merchant Marine Memorial at the School pays tribute to fallen mariners.

We are the first and presently only school in the U.S. to have USCG-approved curricula for both disciplines.

Could you discuss a challenging aspect of the job?

My most important and daunting challenge is to correctly predict the direction of new technology in the maritime industry, and to anticipate the ever-changing and expanding training requirements as interpreted by regulatory bodies, classification societies and international conventions.

Can you talk about a memorable moment?

I was most excited when we obtained the Trustees' approval to name the auditorium after Art Newberry, the Assistant Director until 2003. Art was responsible for maintaining academic excellence at the School for many years. One of Art's dreams for the School was to have a quality auditorium thus I was extremely happy we were able to name it in his honor in a formal dedication ceremony on February 2, 2004.

Who were some of the more memorable students and/or instructors when you headed up the School?

Again I must mention Art Newberry and the great pleasure it was to work with him. We all miss his gentle guidance. Retirement has also claimed two other treasured CMES instructors; I can still hear "Father" Frank Walsh whistling in the passageways and I can still see the stains on the carpet from Thurland Wilkinson's coffee!

And finally, we may be forced to cut our curriculum in half if Tom Cannon ever REALLY retires. His commitment and contributions to the School are immeasurable.

How has the School changed in the 9/11 era? How has the curriculum evolved?

Since 9/11 all of us have learned to be more vigilant, more circumspect and more prepared. Even though the School is in an idyllic setting on the beautiful Eastern Shore of Maryland, we now wear ID badges, have an electronic lock system on campus doors and employ a security guard during the evening hours.

Our curriculum reflects the same growing emphasis on preparedness and awareness aboard vessels. We now provide training for vessel, company and port security as well as crowd and crisis management. The MSC and MARAD training continues to evolve as we provide additional courses in CBRD, damage control and small arms. As new information and communication technologies such as voyage data recorders and automatic identification systems become available (and are required) shipboard, we develop and provide training for their operation.

The School has gone through many changes since you came aboard. What is your vision for the future?

I believe the School could become completely self-sufficient in an emergency situation or disaster, with only a few additions and refinements of equipment. Such independence would allow CMES to serve as a regional emergency management center for the Middle Eastern Shore and a command center for emergency response exercises in the maritime community.

In order to continue to grow as an organization and remain on the cutting (if not bleeding) edge of maritime education, we must maintain adequate funding for the Training Plan and seek out new opportunities for revenue creation. We are well-positioned to provide specialized training and conduct R&D for governmental agencies and military organizations. I believe the School is capable of producing the necessary income without diminishing the educational experience for the members of the MEBA.

We must always remain true to our mission:

"To provide each of today's professional MEBA marine engineers and deck officers with internationally recognized, state of the art training and experience that enhances the safety, reliability, and profitability of their vessels, while preserving and protecting the natural environment."

Any other thoughts?

From graduating as CMES' first female MEBA marine engineer to becoming the Director of the Calhoun MEBA Engineering School, I feel I have come full circle.