UP COMING EVENTS

SAVE THE DATES

APRIL 2017
Thursday, April 27, 2017
CMA Annual General Meeting Luncheon
Water’s Edge at Giovanni’s II
2748 Post Road, Darien, CT 06820
Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
Free to CMA Members in good standing

MAY 2017
Monday Afternoon, May 15, 2017
CMA Spring Golf Outing
Sterling Farms Golf Course
1349 Newfield Avenue, Stamford, CT 06905
See Page 12 for more information
We are almost sold-out and only 6 foursomes remain – book today if you want to play!

Thursday, May 18 or 25, 2017 (TBD)
CMA Monthly Speaker Luncheon
Water’s Edge at Giovanni’s II
2748 Post Road, Darien, CT 06820
Speaker TBA
Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
CMA Members: $50 / Non-Members $60

For Reservations for all CMA Events please call Emilie
at +1.203.406.0109 Ext 3725, Lorraine at Ext 3717
or email conferences@cmaconnect.com or eengh@marinemoney.com

PRESIDENT’S NOTES

CMA’s Shipping 2017 is now in the history books, and what a great event it was. All of our events are meant to bring our community together, but of course it is the Conference that draws us together in a more unique way than our purely social events.

Let me thank again all of the participants, panelists and sponsors without whom the Conference would simply not exist. This is the event at which we get to see all of our extended membership and CMA friends, and exchange ideas with them. This years seminars were all so interesting, and each was important in its own way, as we work together to move the industry forward. I only heard one

CONTENTS

President’s Notes —page 1
From the Editor —page 3
Membership Notes —page 3
Thank You SHIPPING 2017 Sponsors! —page 6
SHIPPING 2017 – The “App” —page 7
SHIPPING 2017 – Business Card Drawing Winners —page 7
Tech at SHIPPING 2017 —page 7
CMA 2017 Commodore Jack Noonan’s Speech —page 8
Scenes from CMA Shipping 2017 —page 11
17th Annual Setting the Course Awards Banquet – April 27, NYC —page12
CMA Elections —page12
CMA Spring Golf Outing….. —page12
Lloyd’s List Americas Awards —page 14
Introduce Those Unfamiliar with Shipping to our Industry —page 14
Ballast Water Management —page 14
Job Mart —page 17
complaint this year, from several people, which was that there were too many seminars that people wanted to attend, and picking was proving to be difficult. It’s the best complaint that I can imagine.

We had policy makers in our midst from the US Coast Guard, Intertanko, Intercargo, Ship Owners, Senior management from Class Societies, legal experts, technical experts, analysts, traders. You name the sector, and there was someone with us as a representative. As CMA President, all I can say is that it was a truly humbling few days. The caliber of the people in attendance is a testament to the caliber of our membership, and the reputation of the Conference as an event where news can be made amongst all of the seminars and discussions.

If you were lucky enough to attend the Gala Dinner, you were treated to some pretty entertaining speeches by Rich du Moulin, Robert Bugbee, and of course, our 2016 Commodore, Paddy Rodgers. Jack Buono, retired now, but previously of ExxonMobil, and also one of Jack Noonan’s Kings Point classmates, made a surprise presentation to our new Commodore, of some historical significance.

The star of the evening was, of course, Jack Noonan, CEO of Chembulk Tankers, and our 2017 Commodore. People have been talking about Jack’s speech since the event, and with good reason. What is so different about Jack, is that he seems to identify himself as a Mariner first, and then as a Ship Owner, because he came from the ships. It is something that I can relate to, as well, as can any of us lucky enough to have started our careers at sea. His respect for and strong relationships with those manning his ships came through loud and clear in his remarks that night, and let’s face it, without those unique men and women keeping our remarkable ships operating day in and day out, we wouldn’t be in this business.

What made Jack’s speech, and focus on the seafarers, even more interesting, was the number of times I heard seminars turning to seafarer issues at various seminars during the week. Whether the seminar was about technology, regulatory compliance, market sector analysis, just as examples, it seemed that at some point the issue of the seafarer came up. At the Commodores’ Roundtable (do NOT miss this in 2018 if you haven’t yet attended this event) a great deal of time was spent among the participants discussing the seafarers, concerns about them, importance of them, etc. As a seafarer myself, noticing all
of this attention to the seafarers who continue to ply the seas left me with a very good feeling, indeed.

Finally, no commentary about the CMA Conference would be complete without also thanking the CMA Board, and Lorraine Parsons, Jim Lawrence and all of the folks at IMS, without them, our Conference would not have ascended to the level of international importance that it has. Very few of us ever get to see a lot of the hard work that goes on behind the scenes to make the Conference happen, and with Lorraine, Jim and IMS manning their posts, they make it all look simple and seamless, and that is a real testament to their expertise and professionalism. We cannot thank them enough.

From the Editor

In spite of the depressed state of the shipping markets, Shipping 2017 went very well. Attendance was about the same as last year, exhibit space was maxed-out and sponsorships were quite good. As you know the CMA partners with International Marketing Strategies (IMS) which produces the event. We depend on our share of the proceeds to keep the many special events we hold year round reasonably priced and to foster our education mission together with the CMA Education Foundation. We are a vibrant and still growing non-profit.

We hope you can join us at our April 27th Annual General Meeting.

One of the topics discussed at Shipping 2017 was Ballast Water Management Systems. After years of discussions at IMO, it has taken 12 years to implement the regulations. If you forgot, this is about invasive species riding around the world in the ballast tanks of ships and what to do with them. I read a piece in Blank Rome’s Mainbrace on the topic by Jeanne Grasso at the Conference and asked her if we might reprint it. She graciously agreed. Next month I plan to rerun another article from Mainbrace by Keith Letourneau on Blockchain Technology, its impact on marine transportation, its potential liabilities, and lingering considerations. It is stuff to get you thinking.

As we all know the state of the shipping business today, and its near-term prospects, is awkward to discuss. We see the realities, but as shipping people do the world over, we often see “green shoots” of future growth prematurely. One of the political issues that informs America’s optimistic view of the future is the Trump Administration’s promise to invest huge sums in the U.S. to bring our national transportation infrastructure into the 21st Century. The consequential investments and construction jobs would help the US Economy set the 2008-9 financial crash well into the past.

However, we do not know when Congress will move on this and where the money will come from to pay for it. Federal dollars will have to come from us the taxpayers. Tax credits may help the job prospects in construction but will not act as quickly as an economic multiplier. With this issue in mind I read a piece in the NY Times that argued that financing is not the main issue.

“The main hurdle is not financing, but red tape”. Congress funded an $800 Billion stimulus plan in 2009 and five years later only about $30 Billion had been spent on transportation infrastructure. Permitting procedures at the local, state and Federal levels more than double the effective cost of new infrastructure. It is said that there is no such thing as “shovel ready” so when the money is appropriated there will remain a waiting period while priorities are established, and plans completed and approved by local, state and Federal agencies.

The American Society of Civil Engineers 2017 Infrastructure Report Card states that while spending for ports is better than it was four years ago, it is still a long way from adequate. To make matters worse, those of us who recognize that our maritime infrastructure not only did not receive much money from the 2009 stimulus program, ports and waterways are not even mentioned in the pronouncements from Washington these days.

Donald Frost

Membership Notes

We received a lot of new applications for Shipping 2017. I hope your time with us was productive and that you can attend a luncheon with us soon.

PLEASE WELCOME:

Mr. Krishna Murthy Achuthanandam, Business Development Manager, Shell, Houston, Texas

Mr. Alexandros Argyros, Managing Director, AXIA Ventures Group Ltd., Athens, Greece

Ms. Sherice Arman, Partner, Maples and Calder, Grand Cayman, Cayman Islands
Mr. Sergiy Bondaraenko, Ridgebury Tankers, Westport, Connecticut
Mr. Nicholas Bourque, VP-Innovation Support Services, Marine Press, Montreal, Canada
Richard J Carr, Associate Group Director, Signature Bank, Ridgefield, Connecticut
Mr. Yunsok Chang, Team Manager, CyberLogitec, Seoul, South Korea
Mrs. Kristen M. Chittenden, Dir. Business Development, Hendry Marine Industries, Inc., Tampa, Fl
Mr. Patrick Coyne, CFO, Rapid Ocean Response Corporation, Atlanta, Georgia
Mr. Saheb Singh Dewan, Owner, Aastha Shipping Inc., Montreal, Canada
Mr. Gustaf Dyrssen, Senior Sales Manager, Chinsay AB, Stockholm, Sweden
Mr. Leonardo Ferrisi, General Manager, Svitzer, Freeport, Bahamas
Ms. Abby Forlander, Events Manager, Cruise Industry News, New York, New York
Ms. Ashlee Fox, Principal - LNG, Constellation Energy, Baltimore, Maryland
Mr. Thomas Funkhouser, Senior Manager, Mazars USA LLP, Woodbury, New York
Mr. Richard Alliston Greiner, Partner - Shipping Industry Group, Moore Stephens, LLP, London, UK
Mr. Vinay Gupta, Managing Director, Union Marine Management Services Pte. Ltd, Singapore
Mr. Sean Hutchings, Chief Technical Officer, Thome Ship Management Pte. Ltd., Singapore
Mr. Kristopher Jakobsen, Asst. Manager, SJ Marine Inc., Stratford, CT
Mr. Yasuhiro Kazama, Genl Mgr - Shipping Dept., Mitsui & Co. USA, Inc., New York, NY
Mr. Charlie Kirkconnell, CEO, Cayman Maritime Services, Grand Cayman, Cayman Islands
Mr. Francisco Lume, Managing Director, AXIA Capital Markets LLC, New York, New York
Mr. Eduardo Miccolis, VP, Americas, Global Navigation Solutions, Rio de Janeiro, Brazil
Cmdr. Youngmee Moon, U.S. Coast Guard, Staten Island, New York, New York
Mr. Alexander Morris, Cruise Industry News. New York, NY
Mr. Paul N. Pedersen, Managing Director, Golten Service Co., Miami, Florida
Ms. Lana Piterova, Bunker Trader, Arte Bunkering LLC, Fort Lauderdale, Florida
Mr. Thomas Priola, President, Electronic Marine Systems Inc., Rahway, New Jersey
Mr. Frank R. Riolo, Manager, Mazars USA LLP, Woodbury, New York
Mr. Mikhail Shapiro, Marine Fuels Marketing Manager, Glencore Ltd., San Francisco, CA
Mr. Michael Emilio Silvestri, Financial Advisor, Merrill Lynch, Fairfield, Connecticut
Mr. Jeremy Small, VP - Engineering, Philly Shipyard Inc., Philadelphia, Pennsylvania
Mr. Jay Smith, Vice President - General Counsel, Rapid Ocean Response, Atlanta, Georgia
Mr. Praveen Thekkat, Sales Manager, DA-Desk (Marcura Group), Ontario, Canada
Mr. Chester J. Urban, Business Development Manager - LNG, Shell, Houston, Texas
Mr. John Vlahakis, Ridgebury Tankers, Westport, Connecticut
Ms. Christie Walker, Attorney, Fowler White Burnett P.A., Miami, Florida
Mr. James Wilkes, Managing Director, Gray Page, Oxford, United Kingdom
Mr. Artur Witkowski, President, Polsteam USA Inc., New York, New York
Ms. Bobbi Wolff, Member, Navis Energy Management Solutions LLC, Norfolk, Virginia
Mr. Edward M.A. Zimny, President & CEO, Seabury PFRA LLC, New York, New York

Welcome aboard. We look forward to seeing you all at Shipping 2018.

Greg Kurantowicz, Membership Committee Chair
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CMA Shipping 2017 was another, blockbuster event, with 2,300 guests attending over the course of the three days of non-stop activity!

Thank you to all who participated as conference delegates, exhibitors, speakers, exhibit visitors, sponsors, supporting organizations, job fair attendees, members of the press, advertisers, seminar presenters and those who came in for the Commodore Gala Dinner on the Wednesday evening to honor Jack Noonan, CEO of Chembulk Tankers, concluding a superb three days of prime networking opportunities.

We would like to extend our very special thanks to the following companies for their generous support and sponsorship of events at Shipping 2017 and tables at the Commodore Gala Dinner. Without you it would not be possible!

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Lloyd’s Register North America Inc.  
Marsh
We are pleased to announce the following winners of our CMA Shipping 2017 Business Card Drawing:

Shipping 2018 Full Conference Delegate Registration  
Rafael Riva, Vice President, Lloyd’s Register North America Inc., Iselin, NJ, USA

CMA 1-Year Membership (New or 1-year renewal if already a CMA member)  
Nancy Awadallah, Purchasing, Liberty Maritime Corporation, Lake Success, NY, USA

Complimentary CMA Events Pass for 2017, which includes the regular monthly CMA Lunches during 2017, 1 CMA Dinner Meeting (if held), 1 CMA Annual Summer Picnic at the Stamford Yacht Club and 1 Holiday Party in December 2017  
Nigel Pritchard, Graduate Student, SUNY Maritime College, Throggs Neck, NY, USA

Complimentary Passes for 2 for the CMA Annual Summer Picnic at the Stamford Yacht Club  
Lee Denslow, Vice President, TradeWinds, Stamford, CT, USA

Congratulations to you all!

Many thanks to all the sponsors, speakers, and attendees who made CMA Shipping 2017 so successful! A special thanks to the hundreds of attendees who downloaded this year’s mobile app! For the second consecutive year, we were thrilled to be able to provide attendees with a mobile event guide. Generously sponsored by World Fuel Services, the free mobile app allowed attendees to craft their own schedules, message one another, view speaker bios and exhibitor info, and so much more.

Available on every mobile device, the app minimized hassle and maximized networking opportunity. Interest in the app is growing year on year: more attendees accessed the app in 2017 than in 2016, and we expect interest to continue to expand. We hope you will download the mobile app for CMA Shipping 2018! We would welcome any comments or queries you may have about the app: please complete our quick survey.

Survey link: https://www.surveymonkey.com/r/LNFK3B7

Software, digital technology and innovation took center stage at Shipping 2017 during a session entitled “Game Changers: When Tech Meets Shipping- The Companies You Need to Know”.

The session, which was moderated by Rajan Vasudevan, the CEO of OceanManager Inc., began with a presentation in which American P&I Club Chairman Joseph E.M. Hughes acknowledged the value of technological innovation but stressed the importance of the “human element” in the insurance segment, among others.
Hal Ramakers, EVP, Global Solutions, of Brightwell Payments spoke about the evolution of crew payments, from cash to digital. Marorka Regional Director, North America, Palmar Sveinn Olafsson explained how real time fleet performance data could help shipowners, operators and managers cut costs. Phil Parry, Chairman of Spinnaker Global, explored the digitalization of recruitment. Christian Mollitor, a VP at the Liberian Registry, discussed the positive impact that technology can have on safety and vessel efficiency, and stressed that his organization is hoping to work with more tech startups in the months and years ahead. Johan Wenman, Director IT, Heidmar, talked about how his company has harnessed big data for the benefit of pool partners. He also made it clear that quality data points are more important than quantity.

The first half of the session was extremely well attended but the excitement surrounding the second half was particularly palpable. John Hahn, the Co-Founder and CEO of the Ocean Freight Exchange introduced delegates to his trading platform and a newer endeavor called ShipRank.com. Bill Dobie, Founder and CEO of Stage 3 Systems, an established provider of tech solutions for the shipping industry, explained how his company’s signature product, Sedna, was helping clients like Glencore, Seaspan, Teekay and others save time, and money, by streamlining shared email systems.

Startups with close ties to Silicon Valley included Nautilus Labs, which was represented by Co-Founder & CEO Anthony DiMare, and Shipamax, led by Co-Founder & CTO Fabian Blaicher. This was the first time speaking at a Connecticut Maritime Association conference for both firms. With that in mind, we did a little digging in an effort to learn more. Here’s what we found:

Nautilus is based in Brooklyn where it’s building a modern, cyber-secure data collection, transmission and cloud-based analysis platform for ships. Its signature product, which is now in beta for pilot customers, helps automate, manage and report on ship generated data from an operator’s entire fleet, in an effort to save up to 30% on fuel. Industry partners now include Dorian LPG and sources claim they’re looking for others. The company’s foray into shipping follows a successful campaign to raise $2m in seed funding from the following investors:

- Matt Sweeney (Head of Product & Engineering at Uber)
- Bre Petis (3D printing evangelist and Co-Founder of Makerbot)
- Sam Altman (President of Y Combinator, a Silicon Valley-based seed accelerator that’s touted as the most powerful start-up incubator in the world)

Shipamax, which is getting ready to return to London following a tour of Palo Alto, builds software to help shipowners, operators and brokers manage deal flow. Prior to Shipamax both Blaicher and CEO Jenna Brown were commodity traders at RWE, which marked their introduction to the dry-bulk market. Like DiMare, they also have friends in high places. Shipamax recently graduated from Y Combinator’s accelerator program, which ploughs $120,000 into dozens of startups twice a year in exchange for a 7% stake in each. Recipients spend three months in Silicon Valley where advisors whip the startup into shape and fine-tune its pitch to subsequent investors. Alumni of this program, which Y Combinator describes as “startup boot camp”, include Dropbox and AirBnB.

Since 2005, Y Combinator has funded nearly 1,500 startups. Today, its companies have a combined valuation of over $80bn, according to its website. At last check, Shipamax wasn’t the only maritime-related tech startup in the program, and we have a feeling they won’t be the last.

As shipping warms to software and digital technology, Silicon Valley sets its sights on the maritime shipping industry, what is clear is that tech will play an increasingly prominent role at Connecticut Maritime Association conferences in the years ahead.

**CMA 2017 Commodore**

**Jack Noonan’s, Acceptance Speech**

I want to thank the CMA and the prior Commodores for the honor bestowed upon me here tonight. I also thank the many that have expressed their congratulatory wishes to me for being named Commodore. I have attended many CMA Commodore dinners over the years, but never ever thought I’d ever be standing up here one day. I can name so many others who are more deserving of this honor than I. This is quite the surreal experience.

When Jim Lawrence informed me that I had been chosen as the Shipping 2017 Commodore, I was inclined not to accept. All of the previous Commodores are titans of the
shipping industry, several of whom are profiled in the Marine Money publication *Dynasties of the Sea*. Two prior Commodores founded and ran shipping companies that I have worked for. I didn’t feel that I was in the same league – I don’t feel that I am in the same league, as any of my predecessors. My family and the close colleagues in whom I had confided at the time can attest to my feeling this way. One of those in whom I had confided was my daughter Sarah. Sarah had worked for Jim Lawrence at Marine Money for five years and had assisted Dynasties’ author Lori Ann LaRocco in arranging interviews with those being profiled in the book, and she had gotten to know some of them. Sharing my trepidation with her, I rattled off the names of several of the previous Commodores and said that I didn’t feel like I was deserving of this honor. She hesitated for a minute and then said: “I see where you’re coming from, Dad, but then again Peter Evensen is a Commodore, and he’s just a regular guy like you.” While her remark made me laugh, and helped me reach the decision to accept this honor, I certainly hold Peter in the same high esteem as all of the other previous Commodores.

Prior to accepting, I had another discussion with Jim Lawrence. He told me that career accomplishment was only one of the factors considered by the CMA board in selecting someone to be Commodore. He cited such criteria as enthusiastic representation of the shipping industry, broadening the support of shipping’s reputation and promoting Connecticut as a center of shipping business. Also, he reminded me that a primary mission of the CMA is maritime education, and therefore support of the maritime academies and colleges was another criterion.

As a graduate of the US Merchant Marine Academy, Kings Point, I am all for giving back in support of our maritime colleges and academies, as well as other noble institutions such as the US Coast Guard Foundation and Seamen’s Church Institute. We spend so much of our lives achieving and accumulating. And for the most part, that is an enjoyable road. However that satisfaction pales in comparison to the joy of giving back. Those of us that are parents know that joy first hand. I have had the joy of giving-back in helping to raise my daughter Sarah. As the head of a company, it is tremendously satisfying for me to host college interns and mentor recent graduates and my younger staff. Those are gratifying experiences.

Giving back is both an obligation and a privilege. I say that it is a privilege because the very definition of “giving back” means that one must have received something in the first place. So it is a privilege, but more importantly, it is an obligation. And the CMA certainly does its part in giving back.
As for my support of the shipping industry, I must say that I am very enthusiastic about the business of shipping, and of Connecticut as a shipping center. My entire shoreside shipping career has been spent in Connecticut, starting at Stolt-Nielsen – the company founded by the 1991 CMA Commodore Jacob Stolt-Nielsen, and also Clipper Tankers, a company founded by Torben Jensen, the 2006 CMA Commodore. I’ve been a member of the CMA throughout my career here in Connecticut.

I can’t imagine that I would have been as successful in any business other than shipping. In fact, I cannot imagine myself in any other business; full stop. Embarking upon a career in shipping was not something that I aspired to when I was a young boy. I was going to be a trial attorney like my dad. But I must say that I was “bitten by the shipping bug” almost immediately after arriving at Kings Point. I know exactly when it was. July 1974 on the second night of Plebe Summer-Indoctrination when we brand new Kings Pointers were shown *Action in the North Atlantic*, the 1943 film starring Humphrey Bogart about the US merchant marine in World War II. That’s when I knew I was “all in.” And it went on from there. Four years at Kings Point, six years at sea and on to my shoreside career in Connecticut.

A recent *IHS*/*Fairplay* article about my being named Commodore is entitled *From Seafarer to the Corner Office*. That title gave me pause. From my corner office in Chembulk Tankers’ headquarters in Southport, Connecticut I run the business. A business comprised of our customers, the chemical and oil majors and commodity traders that charter our ships to carry their cargoes and the freight they are paying us. The brokers that quote us those cargoes … And the commission we are paying them. The pilots and tugs that assist our ships in and out of port. The agents that husband our ships while in port. The vendors who supply the bunkers that fuels our fleet. And the Chembulk staff that attends to this business on a day to day basis. The business of revenue and expense generating a cash flow all culminating in an income statement and balance sheet. That’s the business that I run out of the comfort of my corner office.

But that’s not why the article’s title gave me pause. It wasn’t the corner office part of the title, it was the seafarer. Those men and women that are tasked with the day to day operation of our capital intensive ocean-going assets and the trust we place in them to navigate and propel the ship safely from port to port, sometimes through onerous weather and sea conditions. I was a tanker officer for six years. When there is a following wind, a glass-like sea and the sun or stars are out – you can’t beat it. But it’s important to remember those unfavorable extremes faced by the seafarer. It’s easy not to think about that from the comfort of the corner office. So lest we forget, it was those conditions that inspired the lyrics of the Navy Hymn imploring the Lord that for “the mighty ocean deep, its own appointed limits keep” and to “hear us when we cry to thee, for those in peril on the sea.”

I am in the corner office now, but I was a seafarer. I was a licensed Chief Mate when I came ashore to continue my shipping career. I am known to be a Frank Sinatra fan, and there are lyrics of his that apply to me: “Regrets I have a few, but then again, too few to mention.”

One of my lifelong regrets is that I didn’t stay at sea long enough to become a Master Mariner; a Captain. A Tanker Captain. In our business, I believe that the most impressive title one can possess is Captain. Master Mariner. More impressive than CEO. Every industry has CEOs. Only our business, the business of shipping, has true Captains. Master Mariners. There are many Master Mariners present here tonight, including some of my own Kings Point classmates.

So now, I ask that everybody give a round of applause to Master Mariners, both present here tonight and at sea on our collective ships.

And, oh all right let’s hear it for the Chief Engineers too.

The corner office and the seafarer both entail the risks and rewards of the business of shipping. That business which is concisely detailed in the book by Rose George, *Ninety Percent of Everything*, the subtitle of which is *The Invisible Industry That Puts Clothes on Your Back, Gas in Your Car and Food on Your Plate*.

As I close, I will quote a line from one of my favorite movies, as it relates to our business, the business of shipping.

It’s from *The Godfather Part II*, when Hyman Roth says to Michael Corleone:

*Michael, THIS is the business we have chosen!*

This is the business that *I* have chosen.

This is the business that *YOU* have chosen.

This is the business that *WE* have chosen.

And I do love it so!

I thank you all for coming tonight.
Our Annual General Meeting (AGM) is the time when we vote new officers and committee chairs to serve for the next two years. To keep the organization fresh our by-laws provide that officers and committee chairs serve two year terms and be eligible to serve a second term. Terms are spaced so that we are only voting for about half of our leadership each year.

This year’s Nominating Committee, chaired by our Treasurer Nick Sofos, joined by Ms. Emilie Engh and Jim Lawrence, has recommended the following slate to be voted upon at our April 27th luncheon.

- Position: Secretary – Ms. Marina Critides
- Membership – Mr. Ryan Jurewicz (his second term)
- Communications – Mr. Jess Hurwitz

To encourage your attendance and participation we made the April luncheon free to members in good standing so you have no excuse for missing this one.

See you then.

CMA ELECTIONS

Seafarers International House will hold its 17th annual Setting the Course awards banquet on Thursday evening, April 27, 2017 at the New York Athletic Club to honor Jack Buono, Paul Doell and CMA Member and longtime CMA show supporter, Larry Rutkowski as the 2017 Outstanding Friends of Seafarers.

- Jack Buono is the Retired President & CEO of SeaRiver Maritime
- Paul Doell is President of American Maritime Officers
- Larry Rutkowski is a Partner of Seward & Kissel LLP

Seafarers International House is a Lutheran mission to seafarers and immigrants of all faiths and nationalities, seeking to nurture the human spirit and foster human dignity through pastoral care, hospitality, social assistance, advocacy and prayer.

The Setting the Course Annual Awards Banquet supports Seafarers International House’s port mission to seafarers and honors those in the maritime industry whose achievements have earned them the Outstanding Friend of Seafarers Award.

Further information about reservations and program journal ads can be found in ads can be found in http://sihnyc.org/setting-the-course-gala/

CMA Spring Golf Outing….. ALMOST SOLD OUT!

Monday afternoon, May 15, 2017
Sterling Farms Golf Course
1349 Newfield Avenue
Stamford, CT 06905
Website: http://www.sterlingfarmsgc.com

Mark this date in your calendar for our CMA Spring Golf Outing – Monday afternoon, May 15. After the winter hibernation, a nice afternoon of golf, on hopefully a lovely day, will be a great reward! We now have only 6 foursomes remaining for a full house of 144 players - so contact us without delay if you want to play!

Registration/Lunch commences at Noon
Shotgun start at 1:30 PM
Dinner in the tent directly following the afternoon of golf at around 6:00 PM until late.

We will stay with our latest format which is the “Simple Scramble” format. This means it is in essence a team event, but be assured that, as always, we will have plenty of prizes to give out at the end of the day.

The First Place Team will be presented with the “Graydon Michael Webster Cup”, and our 2016 Champions, KNOT Offshore Partners (led by Ed Waryas and joined by Ed Waryas III, Erik Waryas and Don Manke) are not able to attend this year, so the challenge is on for new Champions!

To participate in this year’s Spring Golf Outing, the cost is $190 per person ($760 for a Foursome) and includes green fees, golf carts, lunch, dinner, open bar and, of course, lots of great prizes.
The outing is always full, so please register early by calling to reserve your place and then sending your checks in ASAP to secure your spot.

If you don’t play golf, stop by for dinner and cocktails after work – the cost for the Dinner only is $60 per person.

Each foursome must have at least one CMA Member in good standing. We also accept individual reservations and we will team up individuals for play.
Please make checks payable to "CMA" and send to:

Lorraine Parsons, Event Director
Connecticut Maritime Association
One Stamford Landing, Suite 214, 62 Southfield Avenue
Stamford, CT 06902

Call Emilie at +1.203.406.0109 Ext 3725 or Lorraine at Ext 3717 if you have any questions at all or if you prefer to pay with a credit card (Visa, MasterCard or American Express).

SPONSORSHIP OPPORTUNITIES......
A great deal of our past success can be attributed to the generous "Hole Sponsorship" of our members. It provides for the great prizes that are presented at the dinner, which are numerous and always so popular.

So come on and sponsor a hole at this year's outing. You will receive a custom-made hole sign, huge praise at the dinner, an acknowledgement in our newsletter, and of course, the great appreciation of all the golfers and the CMA Board of Directors. Hole sponsorships are priced at $250 each, and again make checks payable to "CMA" and send to our address noted above or call for credit card payments.

We hope that you will join us on May 15 for another great afternoon of CMA golf.

Best wishes,

Lorraine Parsons
CMA Event Director
LLOYD’S LIST
AMERICAS AWARDS

FINALISTS ANNOUNCED

Lloyd’s List – the world’s leading news, intelligence and analysis provider for the global shipping industry – will host the shipping industry’s elite on Thursday, May 25, 2017 at New York City’s glamorous Cipriani 25 Broadway, for the 2017 Lloyd’s List Americas Awards event.

The CMA is pleased to be a Supporting Organization for this event.

Visit lloydslistawards-northamerica.com for more, including the recently announced 2017 finalists.

Hot off the press: Lloyd’s List have announced Mr Jeffrey Lantz as the Lifetime Achievement award winner for 2017. Jeff will be joining the event on May 25 to accept this well deserved accolade. Jeff is a long time supporter of the CMA Shipping show and was a prominent speaker at this year’s event and instrumental in obtaining other U.S. Coast Guard speakers for us too – we appreciate his support at CMA! Congratulations Jeff!

INTRODUCE THOSE UNFAMILIAR WITH SHIPPING TO OUR INDUSTRY

The MARITIME INDUSTRY FOUNDATION, an on-line educational resource free to users, maintains a MARITIME INDUSTRY KNOWLEDGE CENTER on its website (www.maritimeindustryfoundation.com) to educate anyone interested in the shipping industry, or the industry’s structure and economic importance. With INTERN Season approaching the Foundation reminds companies that a few hours on their website can save many hours of staff time in explaining the industry’s mechanics.

The Foundation’s target audience includes:
• Politicians and regulators
• Mainstream media
• Students and young persons

Recognizing that this initiative is industry-wide, and to advance the program, the Round Table (BIMCO,ICS,Intercargo,INTERTANKO) supported by the International Maritime Organization (IMO), established and financed the formation of the Foundation in 2005. In 2007 Captain Peter J. Swift (CMA Member) was appointed General Manager to manage the development of the Foundation’s strategy and to generate support.

Check out their website and learn how you can help support their mission.

Membership Categories:
Corporate: Annual subscription minimum US$1,000
Individual: Annual subscription minimum US$250
Educators: Annual subscription minimum US$100
Students: Free of charge while in school
Seafarers: Free of charge

Instructions for US and UK Contributors regarding income tax deductions may be found on the website.

BALLAST WATER MANAGEMENT

WHY HAS IT TAKEN 12 YEARS TO IMPLEMENT

Ballast Water Management:
Latest Developments and More Things You Should Know
By Jeanne M. Grasso, Blank Rome LLP

Ballast water management has been one of the most challenging and oftentimes frustrating regulatory issues of the past decade. The principal reason is that the international regime under the International Maritime Organization’s (“IMO”) Convention on the Control and Management of Ships’ Ballast Water and Sediments (“Convention”), and the U.S. regime under the National Invasive Species Act (“NISA”), are not quite in sync when it comes to approving equipment to meet the standards set forth in the Convention and the U.S. Coast Guard’s (“USCG”) NISA regulations.

The fact that the IMO and USCG testing protocols for ballast water management systems are not aligned, and that ballast water management systems can be type-approved under one regime and not the other, has created a conundrum for shipowners, especially now that the Convention
enters into force in September 2017 and compliance with both regimes will be required on a phased-in schedule. Ideally, these compliance schedules will be able to align because shipowners obviously want to invest capital only once to comply with both regimes, and should not be put in the position of making a significant capital investment to comply with the IMO regime unless it will also comply with the USCG regime. This may not be practically possible as things stand now. It is also imperative that shipowners are able to install a system that actually works and some of the systems approved per the Convention have raised questions in this regard.

Compliance Triggers and Options
To recap, the trigger for compliance with the Convention’s requirement for installation of a ballast water treatment system is the first IOPP renewal survey after September 8, 2017, the entry into force date of the Convention, though there are ongoing discussions about moving this date out a couple years. The trigger for compliance with the USCG’s regulations, which are completely separate and distinct from the Convention as the United States is not party to the Convention, is the first drydock after January 1, 2014 or January 1, 2016, depending on the vessel’s ballast water capacity. The compliance options under the USCG regime are: 1) install and operate a USCG type-approved ballast water management system (there are now three, with a fourth in the pipeline, but there are operational restrictions for each); 2) use water from a U.S. public water system (not practical, save for some domestic operators); 3) use an IMO-approved and USCG-authorized Alternate Management System (“AMS”) for up to five years from the vessel’s compliance date (not practical, absent some guarantee of USCG type-approval, which is unlikely); 4) do not discharge ballast water into U.S. waters (not practical); or 5) discharge ballast water to an onshore facility or to another vessel for purposes of treatment (not available).

Extensions and USCG Type-Approved Systems
To make the compliance process more reasonable at the outset (because until December 2016 there were no USCG type-approved systems), the USCG implemented an extension policy and issued extensions to the original compliance dates to nearly 13,000 vessels. Much has changed now with the extension program in light of the USCG type-approvals for three systems: Optimarin, Alfa Laval, and OceanSaver. The first two systems treat ballast water with filtration and ultraviolet light, and the third with filtration and electro-dialysis, to reduce the number of living organisms to below the regulatory limits.

These systems are complex and technical specifications must be evaluated in depth to determine if these systems are appropriate for a particular vessel. Key issues include flow rates, hold times, power level/consumption, water temperature, and size and place requirements. These key parameters are listed in each system’s individual type-approval certificate. For example, the Optimarin and Alfa Laval systems have 72-hour hold times, which may prove challenging for many vessels trading to the United States, depending on their routes. Similarly, the OceanSaver system requires venting of hydrogen gas, which may prove difficult for some types of vessels.

These three type-approvals have prompted the USCG to reevaluate its extension program, which has become much more stringent in the past few months and even more stringent on March 6, when the USCG published the Marine Safety Information Bulletin OES-MSIB 03-17, Ballast Water Management (“BWM”) Extension Program Update. To summarize the evolution:

- Before, extensions to the compliance date were easy to get as there were no USCG type-approved systems and other compliance options were generally not practical. Now that there are three type-approved systems, shipowners must justify why those systems are not appropriate for a particular vessel if an extension is desired. Plus, depending on the particular situation, shipowners will need to evaluate what they need to do to come into compliance, including providing a strategy and path forward, which may include a timeline and installation plan.
- More importantly, extensions will no longer be tied to a vessel’s drydock date and will only be issued for shorter periods of time based on the analysis/information contained in the extension request.
- Original extension requests were required to be submitted 16 months to one year in advance and determinations were made expeditiously, usually within a month or so. Now, that is not necessarily the case, with determinations sometimes not being made until drydocks are less than one year away.
- Supplemental extensions were originally required to be submitted 90 days in advance, but now it is one year, like with the original extension request.
- Before, vessels with AMSs could also get extensions. Now, if a vessel has an AMS installed, it will not qualify for an extension and will be required to use the AMS, which can be used for five years after the vessel’s compliance date. In fact, some extensions are believed to have been rejected for this very reason. In addition, now that USCG type-approved systems are available, a ves-
sel will not be permitted to install an AMS—it will need to install a type-approved system if it is appropriate for the vessel.

- And, importantly, the USCG confirmed that existing extensions will be honored until the date specified in the letter.

Planning Ahead for Compliance

Some of these changes happened on a somewhat ad hoc basic, but now that the new policy is published, there may be some more predictability and certainty going forward. In that vein, owners should begin planning for compliance, as the USCG, when considering extensions going forward, will want to see a company’s plans for coming into compliance. In other words, while the USCG is evaluating the justifications for not installing the three current USCG type-approved systems, it will also want to know the company’s plans for the future—what type of systems will the vessels need, what flow rates, how much power, how big of a footprint, likely location of installation, whether the company has had any discussions with manufacturers, and the like.

And, as noted previously, compliance with the USCG’s ballast water management requirements is a Port-State Control priority. In early February, the USCG initiated what appears to be its first civil penalty proceeding against the operator of the bulk carrier after identifying ballast water discharge violations. Investigators determined that ballast water was discharged from the vessel without the use of a USCG type-approved ballast water management system and without a valid extension, which is a violation of the National Invasive Species Act—with a possible penalty up to $38,175. The violations were found during a routine Port-State Control examination. According to the Sector Commander, “[t]he Coast Guard is committed to the protection of the marine environment through strong and robust administration and oversight of ballast water management practices.”

As such, shipowners must ensure the proper management of ballast when operating in waters subject to U.S. jurisdiction, which includes utilizing one of the compliance options available or ensuring that the vessel has a valid extension to its compliance date. And, very importantly, shipowners should plan now for compliance in the future.

This article was first published in Maritime Executive on March 10, 2017, and appeared in Blank Rome’s March 2017 edition of Mainbrace.
JOE MALL

The CMA Job Mart is designed to match qualified candidates with good positions. Over the years, this service has proven to be extremely valuable to both job seekers and potential employers. Ads seeking to fill positions will run for two months at a rate of $300. Candidates seeking employment must be a CMA member at a rate of $75 per year or $35 per year for students.

To become part of the Job Mart please call (203) 406-0109 or email: conferences@cmaconnect.com

The latest Job Mart is always accessible on the CMA website at: http://www.cmaconnect.com

SITUATIONS WANTED

Candidate 2: Experienced Deck Officer seeking opportunities in shipping operations / chartering
Seeking internship and future opportunities, 5 years world-wide tanker-sailing experience, Masters student at Texas A&M University.

On-Campus work experience (1.5 yr)
• Currently employed as Graduate Assistant in TAMUG Information Services
• Worked as student worker-instructor in Ship Simulator for bridge resource management and ship handling classes at TAMUG.
• Worked as lab-assistant in tanker labs for Marine Cargo Operations Class.

At-sea work experience (6 Years)
Deck Navigating Officer: Nov 2008- July 2014
• Responsible for planning safe navigation of the vessel, using a range of satellite and radar systems and other navigational equipment. In charge of life-saving appliances and ship’s fire systems’ maintenance
• In charge of planning and coordinating safe loading, storage, and unloading of cargo, including preparation of cargo holds to setting up of lines

Certifications:
• Certified NWKO-2nd Mates licence holder, by Govt. of India
• Certified ship security officer
• Certification in first-aid, CPR, and advanced fire fighting
• Trained in public relations and crowd management

Additional Information:
• Participant and winner of Shell Maritime Leadership weekend at TAMUG
• Comprehensive knowledge of maritime conventions & regulations such as, SOLAS, MARPOL and ISPS, ISM, IMDG Codes etc.
• Presented research paper on Financial market impacts of disasters on shipping companies, under Dr. Mileski
• Presented research paper on Economics of Global passenger transportation under Dr. Duru
• Developed and launched a mobile application specifically for MMAL program, as marketing class project
• Adept at MS Office and decision making tools such as Palisade’s regression analysis, forecasting and problem-solving technics
• Badminton gold medalist and adroit at other games and sports
• Organised inter-college events, active participant of various tech-presen-tations

Contact: Aditya Ammu
Cell: 1 409-392-7338
E-Mail: adityamurthy18@tamu.edu

Candidate 3: Seeking a new opportunity in the shipping-bunkering industry in sales & marketing and operations

Work Experience
REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (NEW YORK USA) (3 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.
DIRECTOR – ICS PETROLEUM LTD (VANCOUVER & MONTREAL CANADA) (5 Years)
Successfully in charge of maintaining the barge operations in Port Metro Vancouver Harbor.
Developing Supplier and Client Relations in a range of selected geographical areas.
Overall development of the office towards new sales goals.
Overseeing Staff and supporting Development.

MARINE FUELS TRADER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (3 Years)
International marketing and marine fuels trading and brokerage
Negotiations with customers and third parties.
Handling negotiations and disputes that arise as a result of short-deliveries, off-specification fuel, or de-bunkering, in cooperation with the quality department

MARINE FUELS/MARINE LUBRICANTS TRADER – BALUCO SA (PIRAEUS GREECE) (5 Years)
Bunkers and Lubricants trader
Contact: George Tzanakis
Cell: +1 347 291 62 94
E-Mail: g_tzanakis@yahoo.com

Candidate 4: Upcoming Graduate looking for entry- level position.

Graduating student in May 2016 at SUNY Maritime College seeking an entry level position in marine insurance, terminals, market research or demurrage, Ship Brokerage and sales
I will be graduated SUNY Maritime College with a degree in International Transportation and Trade.
Coming into my senior year at SUNY Maritime I began an Internship with Bank of America merchant services a joint venture between bank of America and first date. I worked as an PMO intern and worked closely with senior management and the sales team to help learn all aspects of the company.
I am willing to work within the New York, New Jersey AND Connecticut area. I am a highly motivated worker with experience as a team leader/collaborator with excellent communication and organizational skills. Will Provide Resume upon request.

Contact: Joseph Nappi
Cell: 631-258-6287
E-Mail: jnappi22@hotmail.com

Candidate 5: Recent Graduate looking for entry level position

I am a recent Graduate from SUNY Maritime College. I have B.S. in Marine Transportation, and a Third Mate’s license. I am looking for a position, Shoreside, or on a Tug. I have an avid love of technology, and love to learn new devices. I have experience speaking both Spanish and Japanese in their native countries, and a stay abroad in the latter for a month. I reside in New York, however travel is not an issue. Resume readily available upon request. If there are any additional inquiries, I would be happy to answer them.

Contact: Eric Peterson
Email : e182588@gmail.com

Contact: George Tzanakis
E-Mail: g_tzanakis@yahoo.com

Candidate 1: Experienced in shipping operations

DISPOSITIONER – BALUCO SA (NEW YORK USA) (3 Years)
Regional Marketing and Marine Fuels Trading.
Overseeing Staff and supporting Development.

REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (5 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.

Candidate 6: Experienced in shipping operations

DISPOSITIONER – BALUCO SA (NEW YORK USA) (3 Years)
Regional Marketing and Marine Fuels Trading.
Overseeing Staff and supporting Development.

REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (5 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.

Candidate 7: Experienced in shipping operations

DISPOSITIONER – BALUCO SA (NEW YORK USA) (3 Years)
 Regional Marketing and Marine Fuels Trading.
Overseeing Staff and supporting Development.

REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (5 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.

Candidate 8: Experienced in shipping operations

DISPOSITIONER – BALUCO SA (NEW YORK USA) (3 Years)
Regional Marketing and Marine Fuels Trading.
Overseeing Staff and supporting Development.

REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (5 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.
Candidate 6: Licensed attorney with vessel operations and insurance defense experience
I am a licensed attorney with vessel operations and insurance defense experience, seeking a role in marine insurance, legal, or operations. Open to opportunities in the tri-state area. Can provide CV or references upon request.
E-Mail: lawandanchors@gmail.com

Candidate 7: Upcoming Graduate looking for Entry- Level Position
Upcoming Graduate from SUNY Maritime College. I am currently a Graduate Student pursuing my M.Sc in International Transportation Management. I am seeking an entry level position in ship brokerage, ship chartering, ship management, market research or marine Insurance. I am interning at TBS Shipping Services Inc., where I helped in the acquisition process of bringing on 3 more ships into the company's portfolio. I also assisted in finalizing the Port State Control inspection checklist for the masters and chief engineers of company ships to cross reference against when preparing for anticipated inspections. In addition, I led the background check of a Captain that TBS was looking to hire. My internship ends January 31st. I hope to continue this career path and am extremely motivated to acquire more knowledge about this great industry.
Contact: Raji Mosa
Cell: 914-479-7254
E-Mail: rajimos.16@sunymaritime.edu
Notes: Resume available upon request.

Candidate 8: Maritime Executive with over 20 years Drybulk Experience
Maritime Executive with over 20 years Drybulk Experience, looking for a suitable position preferably in the Greater New York area (based in CT), but for the right opportunity willing to relocate.
Experience includes:
8 years as Chartering Manager for Owner Operators (Handy/Handymax)
7 years as Chartering Manager For pure Operator (Handy/Handymax)
8 years as a Broker. (all Drybulk sizes)
2 years seagoing experience as deck officer
Created own Chartering and Operations team.
Coordinated closely with Technical, and participated in repair and routine inspections.
MBA with emphasis in Intermodal transportation from SUNY Fort Schuyler
Captain Class C from Merchant Marine Academy Hydra, Greece.
Dual Citizen (USA/EU)
Fluent in English/Greek. Knowledge of Spanish.
Contact: Vasilis Maschas
Cell: 203 808 5088
E-Mail: vmaschas@gmail.com
Notes: For further information kindly contact

Candidate 9: Maritime Executive with over 20 years Drybulk Experience
Maritime Executive with over 20 years Drybulk Experience, looking for a suitable position preferably in the Greater New York area (based in CT), but for the right opportunity willing to relocate.

Experience includes:
- 8 years as Chartering Manager for Owner Operators (Handy/Handymax)
- 7 years as Chartering Manager for pure Operator (Handy/Handymax)
- 8 years as a Broker (all Drybulk sizes)
- 2 years seagoing experience as deck officer
- Created own Chartering and Operations team.
- Coordinated closely with Technical, and participated in repair and routine inspections.
- MBA with emphasis in Intermodal transportation from SUNY Fort Schuyler
- Captain Class C from Merchant Marine Academy Hydra, Greece.
- Dual Citizen (USA/EU)
- Fluent in English/Greek. Knowledge of Spanish.

Contact: Vasilis Maschas
Cell: 203 808 5088
E-Mail: vmaschas@gmail.com
Notes: For further information kindly contact

Candidate 10: Seeking new challenges within the shipping market
After nearly 30 years in Dry Cargo shipping field I am seeking a medium to large broker firm and/or new adventure within the maritime industry.
Experience includes:
- 10 years with international trading house
- 10 years as in-house owners broker
- 10 years as competitive broker
- Currently located in Greenwich, CT.
- Holding dual Citizenship (Canada/Norway) and Green Card for the USA.

Contact: David C. Wold
Cell: +1 203-274 1433
E-Mail: dcwold@gmail.com

Candidate 13: Looking for position/internship in operations at a shipping company
Robert Nigel Pritchard
Civilian Graduate Student in the International Transportation Management MS program at SUNY Maritime College.
Former intern/admin assistant for Ted Panourgias at All Marine Spares International in Stamford, CT. Former CMA intern at Holland and Knight LLP, in New York, NY and the Seamen's Church Institute in Port Newark, NJ.
Co -wrote article for the Greek magazine "Shipping International" titled "The Challenges of Modern Piracy". Published in October 2012. CV and recommendations available upon request. Willing to travel within the NYC metropolitan region
Email: miguel.pritchard@gmail.com, robertpri.14@sunymaritime.edu
Cellphone: 646-378-8446

NOTE: two months of running your ad in this newsletter costs companies only $300 - and it has proven to be THE place to be seen and answered.

Position A: Shipping Trainee Annapolis 2017
Application deadline:
16/04/2017
Location: Annapolis, US
Send Application by clicking here
Through our intensive two-year programme as Shipping Trainee at NORDEN Shipping (USA) LLC, you will receive a thorough introduction to international shipping. The training consists of both a practical and a theoretical part. Your days will be busy and interesting, and as an added bonus your work life will become international - thus sharing your day-to-day work both local and Danish colleagues at the office. You will be supervised by a mentor in your department and there will always be a colleague close by to answer your questions.

The practical part - Hands-on shipping
You will be an active player on our team in Annapolis, Maryland from day one. During the two-year period your knowledge of our 2 primary sections will gradually develop. You will gain hands-on experience within the commercial part through a 12-month stay in our Chartering Department and within the executive part through a 12-month stay in our Operations Department. In addition, you will have 1 or 2 short stays (a few weeks) with 1 of our Port Captains in frequently used ports or on board vessels sailing on various destinations. This will give you an idea of how loading and discharging operations of vessels take place and how we co-operate with authorities and other partners in practice.

The theoretical part - Shipping theory
You will participate in a number of internal and external courses covering various shipping related subjects. Some courses are held with the Danish Shipping Academy in Denmark in modules of 1 to 2 weeks which you will attend with your fellow Shipping Trainees from NORDEN offices worldwide and trainees from other shipping companies worldwide.

Qualifications
To qualify for the Shipping Trainee Programme you are to have - as a minimum - a bachelor degree with good results. Your personal qualifications and mindset are almost as important as your results: You have a strong personality, and you are open, curious and have the courage to challenge yourself in new and perhaps different surroundings. You are a dedicated teamplayer who share our core values: flexibility, reliability, empathy and ambition. Furthermore, work permit in the USA is mandatory. NORDEN will not sponsor a work permit/visa.
Once you have completed the programme
The purpose of the Shipping Trainee Programme is to become either a Charterer or an Operator with NORDEN Shipping (USA) LLC in Annapolis. As part of career development with NORDEN we operate with a lot of opportunities for global exposure - either in terms of travelling or shorter as well as longer stays with an office abroad. If you meet the requirements described above and if you see yourself building a career in the shipping industry, please submit your application, CV and other relevant documents and we will consider you for the role as Shipping Trainee.
Company: NORDEN Shipping (USA) LLC
Notes: please submit your application, CV and other relevant documents and we will consider you for the role as Shipping Trainee.  

Position B: Technical Assistant
TransAtlantic Lines, a US Flag owners/operators based in Greenwich, Connecticut has an immediate opening for a Technical Assistant. TransAtlantic Lines is a growth-oriented company committed to providing safe, secure, high quality and efficient world-wide transportation for goods to its customers, mainly the US Government.

Position Summary: This position is located at our Corporate headquarters in Greenwich, CT and reports to the Chief Technical Officer. The Technical Assistant is responsible for supporting the technical and operations of the vessels.

Specific Responsibilities:
- Being part of our dedicated team, the successful candidate will manage the day-to-day activities including but not limited to:
  - Follow up on Class and Flag Status of each vessel and arrange for Surveys/ Services as required
  - Monitor and maintain ship certificates on electronic drive. Liaise with Technical Managers, well in advance of their due dates.
  - Follow up on repairs/services as arranged by the Technical Manager in consultation with the purchasing department.
  - Assist with annual budget and follow up from vessels
  - Assist with compilation of specifications and quotation for dry docking of company’s vessels
  - Assist with compilation of docking reports as provided by the Technical Manager
  - On occasion follow up with purchasing requirements as arranged by the Technical Manager is required - liaising with the Purchasing Department
  - Assist with compilation of Insurance Claim documentation
  - Provide remote assistance to the Technical Managers when they are travelling on ship visits
  - Assist the Superintendent with Management Reports as needed
  - Assist the Chartering Manager with bunker procurement
  - Filing of certificates, weekly and monthly reports and documentation as received from the vessels/various other parties
  - Update electronic filing on the internal S-drive
  - Send out certificates/documents to the vessel - write official letters/ follow up on response from the vessel
  - Arrange and follow up on Travel Requirements for the Superintendents
  - Assist with documentation on ISM/ISPS/MLC and Crewing and other administrative duties when called upon.

Position requires skills and knowledge in the following:
- Technical background experience
- Advance knowledge of MS office suite (Excel, Word, Power Point)
- Familiarization with any Planned Maintenance software ( TM Master a plus)
- Fluent speak/written English language

Suitable candidates will ideally be appropriately qualified coupled with a minimum of 1 years dedicated experience. Previous seagoing experience would be advantageous. However, recent Engineering graduates from Maritime Colleges with exceptional credentials may also be considered.

Applicant should possess good communication and interpersonal skills with a proven ability to relate well with people across all levels and cultures, possess good teamwork capability, with ability to work with high sense of urgency.

TransAtlantic Lines offers competitive compensation and an excellent benefits package.
Company: TransAtlantic Lines
E-Mail: ramesh@transatlanticlines.com
Notes: Qualified, interested applicants are invited to e-mail a cover letter and resume, with the subject line Technical Assistant Position.

Position C: Operations Trainee, Dry Bulk - Stamford, CT USA
Maine Maritime Academy in Castine, Maine, is seeking to fill the following full-time, continuing positions to work aboard its training vessel, The Training Ship State of Maine (TSSOM):

Ship Electrician
2nd Assistant Engineer

MMA also seeks to fill the following temporary positions for the 90 day Summer Cruise, scheduled from May 5, 2017 to August 2, 2017:
- Deck Watch Officer (3rd Mate)
- Deck Watch Officer/Day Worker
- Engine Watch Officer (3rd Engineer)
- Sr. Training Officer (Deck)
- Assistant Training Officer (Deck)
- Assistant Training Officer (Engine)
- IT Coordinator
- Doctor
- Plumber

If necessary, there will be an option for a 45-day cruise. Cruise A will start May 5, 2017 and end June 18, 2017. Cruise B will start June 18, 2017 and end August 2, 2017.

For the health and wellbeing of our community, the Maine Maritime Academy campus and vessels (ashore and afloat) are smoke- and tobacco-free as of August 1, 2016. Women, minorities and veterans are particularly encouraged to apply. EOE.

Company: Maine Maritime Academy
Website: www.mainemaritime.edu
Notes: For complete job descriptions and an online application form, visit www.mainemaritime.edu and click on ‘Employment at MMA.’