Happy August, everyone! With people away on their annual holidays traditionally this is a quiet month in shipping. Of course, ships continue to move and people remain busy keeping them employed.

On July 19th, the government of Iran seized the Stena Impero and her 23 crew members while in international waters. This is a stark reminder of the work that seafarers do as they move nearly 90% of all goods around our planet, sometimes through hurricanes, piracy areas and war zones. The good folks over at Stena have been posting regular updates regarding the situation on their website (www.stenabulk.com). To quote Erik Hanell, President and CEO of Stena Bulk, from the latest update, “Stena Bulk and
Northern Marine Management continue to work with all appropriate authorities, including UK and other national governments, to secure the release of the crew. This has included face to face meetings with senior government representation. We are confident this matter is being given the high priority level it warrants, and we will do everything possible to ensure the Stena Impero remains at the forefront of their agendas.” I would ask that we all do our part, as well, and keep the 23 crew members, along with their families and friends, in our thoughts and prayers, as Stena Bulk work to resolve this situation. I know that we all wish that there were more that we could do for them.

In other news, the trade war with China continues to impact U.S. farmers and international trade and trading lanes. There had been some recent orders from China, if for nothing other than goods will related to ongoing trade talks. The U.S. indicated that there would be additional tariffs applied to Chinese imports. The Chinese responded by officially cancelling all purchases of U.S. agricultural products.

In 2017, China imported $19.5 billion in agricultural products from the U.S. In 2018, Chinese agricultural imports from the U.S. dropped to $9.2 billion. To put this in terms of volume, up to the end of May 2019, U.S. soybean exports to China were less than 6 million tons, which is nearly an 80% decrease compared to the three year average of 29 million tons for the same period. Grain exporters like Brazil and Russia may end up being winners in our trade war with China as the Chinese look to replace the quantity of soybeans that they have historically gotten from the U.S. Only time will tell.

Thanks to all of our members that attended the 2019 CMA Summer Picnic at the Stamford Yacht Club. In spite of the dodgy weather, the event was a big success, with about 300 in attendance. Knowing that the weather would be questionable, the Stamford Yacht Club opened up all of their indoor space to us, providing us with plenty of room for catch up with old friends over dinner and drinks. It was a wonderful event, as always.

Our next CMA event will be our luncheon on Thursday, September 26th, at Giovanni’s II in Darien. We will be providing details on the speaker in due course, and hope to see you there.
Many of us have been receiving invitations to attend conferences in the UK on managing and developing smaller ports. The attention on smaller ports reminded me of a guest lecture I gave at a Marine Transportation and Logistics course at the United States Merchant Marine Academy many years ago. The title, “U.S. Ports Are in the Wrong Place in the 21st Century”, was chosen to spur debate and connect history to today’s ports and infrastructure.

I held that nearly all colonial era U.S. ports are unable to serve effectively as commercial portals in the 21st Century. I cited changes in the movement of “goods” not energy or bulk cargoes:

- population growth and shifts,
- modern intermodal transportation moved the receivers and shippers inland
- evolution of cargo handling from general cargo in cartons, boxes, barrels and bags to containerization
- space demands of containerization
- ship sizes
- changing transportation technologies
- perhaps the biggest change is “logistics”.

We in shipping are well aware of the increased size of ships in the last 25 years or so, but only now are we recognizing the trickle down economic effects on ports, port access (both from the sea AND ashore), infrastructure in all its aspects, logistics (especially its impact on intermodal transfers) and the effect on where cargoes originate and terminate.

Regarding relocating commerce, the movement of manufacturing farther from traditional ports, as well as the impact of population growth and shifts, seems to be the most awkward when valuing older and smaller seaports and estuary portals. Funds for the updating and expansion of port facilities, as well as port accessibility, must compete with rising metropolitan real estate investments. Another effect of our economic growth post WWII, especially in the last few decades, has seen the movement of people into areas once occupied by water-dependent industries.

Of course in many cases those smaller ports can be the terminals for America’s Marine Highway or smaller scaled local distribution systems, such as Harbor Harvest.

What do you think? Your thoughts and ideas do have value. My favorite saying: “No one is as smart as all of us.”

We are very happy our annual Lobster Bake and Picnic last month brought so many new members, and some old members back. We see quite a few out-of-towners and hope you will be able to join us often again as the our events year progresses. As CMA nears its 36th birthday it is amazing and gratifying to see the diversity of talents and professions represented by CMA is still growing.

Ms. F. Humera Ahmed, Vice President of Legal & Business Development, LISCR Liberian Registry, New York, New York

Mr. John R. Barbarise, VP Sales & Trading, Plaza Marine Group, Manasquan, New Jersey

Mr. Mike Boral, Vessel Manager, Penfield Marine LLC, Southport, Connecticut

Mr. Emmanouil Chochlakis, Head of Business Development, Petromar International, Stamford, Connecticut

Ms. Jill Connors, Media Relations, KVH, Middletown, Rhode Island

Ms. Brittany Coogan, Demurrage Manager, Fairfield Chemical Carriers, Wilton, Connecticut

Ms. Debra DiCianna, Senior Compliance Engineer, Choice Ballast Solutions, Cleveland, Ohio

Mr. Donald Richard Divine, President, Lakes Logistics LLC, Minnetonka, Minnesota

Mr. Ricky Dixon, Director of Sales, Ecochlor, Inc., Maynard, Massachusetts

Mr. John P. Dooley, Founder and President, Choice Ballast Solution, Cleveland, Ohio

Mr. Patrick Durkin, Chartering Department, M.T. Maritime Management (USA) LLC, Southport, Connecticut
Mr. Matthew Ferguson, Chartering, Norstar Chartering USA LLC, Westport, Connecticut


Mr. Jonathan Grubb, Mid-Ship, LLC, Port Washington, New York

Mr. Vincent Hallegouet, Americas Operations Supervisor, Cargill Ocean Transportation, Teaneck, New Jersey

Mr. Harry Halpin, Adjuster, Lamorte Burns & Co., Inc., Wilton, Connecticut

Mr. Greg Haronitis, East Coast Operations Manager, Radio Holland, Houston, Texas

Mr. Rob Hughes, Chief Operations Officer, GenCo Shipping & Trading Ltd., New York, New York

Ms. Elina Kaso, Marketing Manager, Q88 LLC, Fairfield, Connecticut

Mr. Nick Katsoulis, Senior Manager, Southern Star Shipping Co. Inc., New York, New York

Mr. Hasan Kayar, Chartering Manager, Green & Black Americas, Houston, Texas

Mr. Greg Kuehhas, Senior Account Executive, Plaza Marine Group, Garden City, New York

Mr. Jim Mackey, New Business Development Manager, Choice Ballast Solutions, Cleveland, Ohio

Mr. Tasos Manalis, Bunker Trader, Monjasa, Panama City, Panama

Mr. Andrew Marshall, VP of Business Development, Ecochlor, Inc., North Haven, Connecticut

Mr. Kienan McCusker, Pacific Basin Shipping USA, Inc., Stamford, Connecticut

Mr. Matt McKean, Trading Support Group, Fairfield Chemical Carriers, Wilton, Connecticut

Mr. Archie Morgan, Head of Technical Management, Eagle Ship Management LLC, Stamford, Connecticut

Mr. Benjamin Saul Padilla, Senior Manager, Bernhard Schulte Offshore, Greenwich, Connecticut

Ms. Hosana Perrone, Commercial Manager Americas, Inchcape Shipping Services, Humble, Texas

Mr. Matthew Petroccio, DPP Tanker Broker, True North Chartering LLC, Wilton, Connecticut

Mr. Enrico Giovanni Picozza, Analyst, Moran Shipping Agencies, Providence, Rhode Island

Mr. J.D. Pribor, Dry Bulk Operations, Moran Towing Corp., New Canaan, Connecticut

Mr. Troy Qian, Staff Accountant, Fairfield Chemical Carriers, Wilton, Connecticut

Ms. Michele Ruscoe, AVP - Admin/IT, Fairfield Chemical Carriers, Wilton, Connecticut


Mr. Keith Shannon, Port Manager - Port of New York, Inchcape Shipping Services, Woodbridge, New Jersey

Ms. Liza Snyder, AVP - Accounting/Controller, Fairfield Chemical Carriers, Wilton, Connecticut

Mr. William Stocker, Simpson Spence Young, Stamford, Connecticut

Mr. Daniel Strahan, Broker, Odin Marine Group LLC, Oyster Bay, New York

Mr. Matthew Swenson, SME Account Manager, Informa, New York, New York

Ms. Melody Tortorella, Trading Support Group, Fairfield Chemical Carriers, Wilton, Connecticut

Ms. Caroline Triest, Accountant, Fairfield Chemical Carriers, Wilton, Connecticut

Mr. Robert M. Wolff, Chartering, Simpson Spence Young, Stamford, Connecticut

Mr. Konstantin Zorin, Dry Cargo Operator, M.T. Maritime Management USA LLC, Southport, Connecticut

Welcome aboard!

Greg Kurantowicz, Membership Chair
MARCH 31 – APRIL 2, 2020
Hilton Stamford Hotel, Connecticut

Connecting 2500 people each year. With over 9000 vessels owned or managed by the audience, CMA Shipping is the North American networking event of the shipping industry.

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Deadline for abstracts August 30, 2019

The CMA Shipping Advisory Committee is accepting papers on these topics

- Brown Water
- Bunkering
- Circular Economy
- Containers
- Digitalisation
- Finance
- Infrastructure
- Insurance
- Legal
- Manning and Training
- Regulations and 2050 targets
- Salvage
- Smart operations
- Wealth creation

BOOK YOUR BOOTH – CMA MEMBERS BENEFIT FROM A $500 SAVING

WWW.CMASHIPPING2020.COM
Thank you to all 300+ guests who attended, including many new CMA Members. The weather on the night wasn't great but the Stamford Yacht Club was very accommodating and we had almost all of their indoor space for our event. Everyone was happy. Thanks for all those who bought raffle tickets to benefit the CMA Education Foundation and to Brian Devine of Norton Rose Fulbright for donating Yankee tickets to raffle off. Thank you to Monjasa for sponsoring the Ladderball, which due to weather didn’t really happen – we will try again next year! Thank you also to James Gross who took the photos for us to memorialize the evening. We go again next July and have booked the date already – Thursday, July 16, 2020! Enjoy the rest of the summer!
Have you booked?

The Grosvenor House Hotel, Park Lane, London
Thursday 12 September 2019

Visit our website to book your seat
www.londoninternationalshippingweek.com/conference-and-gala-dinner/
PRESS RELEASE: LONDON, THURSDAY, AUGUST 1, 2019

Maritime champion Kathy Metcalf chosen as Lloyd’s List’s Americas Lifetime Achievement Award winner

Kathy Metcalf, President and Chief Executive of the Chamber of Shipping of America, has been selected by Lloyd’s List’s awards judges to receive recognition for Lifetime Achievement. Judges applauded her career spanning both sea- and shore-time, regulatory and policy issues, government and industry.

They particularly highlighted Ms Metcalf’s passion for raising awareness of the maritime business both in the United States and overseas. Joe Farrell of Resolve Marine came a very close second, followed by Jorge Quijano, former administrator of Panama Canal Authority.

Kathy is a long-time supporter of the CMA and has spoken at our monthly lunches and also the annual CMA Shipping show on numerous occasions, as well as participating as an exhibitor there.

Kathy Metcalf is a 1978 graduate of the US Merchant Marine Academy (BS in Marine Transportation and Nautical Sciences) and a 1988 graduate of the Delaware Law School. She served in various positions in the energy industry including deck officer aboard large ocean-going tankers, marine safety and environmental director, corporate regulatory and compliance manager and state government affairs manager.

She joined the Chamber of Shipping of America in 1997, serving as Director of Maritime Affairs, until appointed CEO in June 2015. The Chamber is a maritime trade association which represents a significant number of US-based companies that own, operate or charter tankers, container ships, and other merchant vessels engaged in both the domestic and international trades.

Speaking after she was appointed an Ambassador for WISTA International, Ms Metcalf said it was vital to promote the maritime industry “at all levels of educational systems globally."

Lloyd’s List’s Americas Awards will be held at JW Marriott Houston Downtown on Wednesday September 25th. The afternoon event will be run in parallel with the Lloyd’s List Future Fuels Forum, which looks at risks still in play ahead of IMO 2020 and whether the decarbonisation pathway for shipping is reality or fantasy.

To register for the Americas Awards and Future Fuels Forum, click here
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October 15-17, 2019
Stamford Hilton
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WWW.SHIPPINGInsight.COM (203) 255-4686
“Perhaps too much history, but this history serves to raise a common theme – the folly of trying to solve problems in isolation.” (*)

On July 25, 2019 Congressman John Garamendi (D-CA) and U.S. Senator Roger Wicker (R-Miss) introduced a bill that would require 15% of the total seaborne exports of US LNG and 10% of the total seaborne exports of US oil be moved on US flag, built and manned ships by 2041. Using energy as a cause to build ships in the U.S. has been tried before and it failed. Will it work in 2019?

Long before the United States became a major energy exporter Richard Nixon, in a speech in Seattle, campaigned for a policy known as “Restoring the U.S. to the Role of a First-Rate Maritime Power”. Later, President Nixon sent his program to Congress on October 23, 1969. It proposed coupling new shipbuilding initiatives with a roll-back of construction differential subsidies that were part of the Title 5 of the 1936 Merchant Marine Act. (**) 

The 1973 Yom Kippur Arab-Israeli War created an oil crisis but it also directed attention to the possibilities of transporting natural gas by ship. The U.S. Government encouraged three American shipyards to begin constructing LNG tankers using three different designs.

Three were built for El Paso Natural Gas at the now closed Avondale yard in New Orleans using rectangular aluminum tanks encased in a new insulating material. The insulating system failed and could not be corrected. The insurance underwriters declared the ships a constructive total loss. El Paso also built three ships at Newport News Shipbuilding using a proven but costly design. Those ships were later sold to Shell.

The third series (eventually 8 ships) was built for Christopher Chen, owner of Energy Transport Corp. to a Kvaerner-Moss design by General Dynamic in Quincy, Massachusetts against a 25-year time charter to Burmah Oil. They ran between Borneo and Japan fueling Tokyo Electric's plants – never to or from the United States.
The 1973 six-day Arab-Israeli War and the following oil embargo sent prices skyrocketing. Demand plunged and many tankers were laid up. The Nixon Administration proposed a bill that would require 30% of U.S. petroleum imports be shipped on U.S. owned, built and crewed ships. Congress passed it in May 1974 but the legislation died through a “pocket veto” by incoming President Ford.

The Merchant Marine Act of 1970 and other moves stimulated the largest peacetime shipbuilding program in U.S. history. But, while the new act made significant changes in existing polices, it left in place conditions that continued to make U.S. shipping a high-cost venture. When construction subsidies were eliminated (**) U.S. shipowners engaged in foreign trade had no choice but to buy foreign built ships. Example: Sea-Land’s SL-7s.

Back to 2019 --- US oil consumers of 1970 were willing, or had no choice but to pay to have some of their oil delivered in super expensive ships. Will today’s buyers of LNG pay a similar premium to buy US LNG? I don’t think so. The U.S. is not the only source of LNG. Presently the U.S. competes with Australia, Canada, Qatar, Nigeria, Angola, Russia, Norway, Oman, Egypt, the UAE and there are other countries with an exportable surplus of natural gas that could be made into LNG.

What is the lesson here? In the 1970s American energy consumers had little or no choice but to pay for the higher costs of oil imports aboard U.S. built ships for a while. Essentially, we were taxing ourselves. Congressman Garamendi’s Bill deals with exports and the cost of transportation aboard US ships will make the delivered cost of American LNG uncompetitive with alternative sources where ships built anywhere can trade.

Footnotes:
(*) Professor James Drogan, Global Business & Transportation Dept., SUNY Maritime College
(**) The 1936 Act set the normal rate for construction differential subsidies at 33-1/3 % but payments of 50% were authorized and quickly became the norm. Both Construction Differential and Operating Differential Subsidies were eliminated in 1982 during the Reagan Administration.

Robert A. Small

It is with great sadness we report the passing of a long-time member of CMA. Robert A. Small (Bob) died at Norwalk Hospital July 27, 2017. He was 89 years old. Born in Norwalk he worked almost all of his life in shipping. After he graduated from the United States Merchant Marine Academy at Kings Point, he served in the United States Navy.

His career ashore started at NAVIOS Corporation (when it was part of United States Steel Corp.) in Nassau, Bahamas. One of his senior colleagues left to run AMAX (American Metals Climax Corporation) Iron Ore Company in New York (later in Greenwich) and invited Bob to join him. He remained with AMAX with ever increasing responsibilities until the company was sold to an Australian mining company.

A series of accidents to ships carrying Australian iron ore prompted Bob to set up a ship vetting system that became the model for RIGHTSHIP of today.

He is survived by six children and six grandchildren. His wife Joanne Anderson Small predeceased him.

Services were held July 31st. Friends may wish to make a donation in his name to CT. Hospice Inc., 100 Double Beach Rd., Branford, CT 06405

Editor’s Note:
Bob and I had a long friendship. I worked for AMETALCO, Inc, a non-ferrous trading company that was related to AMAX Corp., before Bob took the job at AMAX Iron Ore. I had often been on loan from AMETALCO to AMAX Iron Ore Company so we had many friends and projects in common.

He will be missed.

In Memory of BMA Deputy Director Christine Scavella

It was with great regret and deep sorrow that we learned from The Bahamas Maritime Authority (BMA) of the passing of a dear member of the BMA family, and long-time supporter of the CMA, its events and its CMA Shipping show, Christine Scavella, the Deputy Director and Registrar in charge of the BMA New York office.

Christine was such a classy lady, a bright spirit with an infectious laugh that always raised a smile. We will miss Christine greatly, and we are thankful for her life. Our sincere condolences go out to her family.
SITUATIONS WANTED

Candidate 1: Experienced Regulatory and Compliance Executive
Seeking opportunities for advancement and growth with a company in need of an expert in compliance and regulatory affairs.

Regulatory, Quality, and Compliance
- Enforcement of the flag state Maritime Regulations and International Conventions
- Administrator of the Safety Inspection Program
- Review all vessel annual safety inspection reports and provide comments to the owners
- Review and issue Exemptions, Exceptions and Temporary Dispensation certificates IAW flag state International Regulation
- Provide Guidance to clients regarding interpretation of conventions and safety regulations
- ISO Quality Compliance
- Marketing of the Registry and it's services to existing and potential clients
- Website Administrator

The increasing responsibilities of this role in the current regulatory market have ensured that I not only keep up to date with current regulations but market trends as well. This position is a constantly growing job with an ever increasing demand for work in marketing and networking in order to ensure the growth of the registry and maintain its good standing in the International shipping community.

Underway Experience
Deck Navigating Officer: 2001-2012
Third Officer to Chief Officer
§ Deck Department Head; Supervising between 8 to 12 individuals in the department in daily shipboard operations
- Responsible for all on board required training (including company, Coast Guard and Navy required subjects)
- Vessel Security Officer and Anti-Terrorism Officer; Ensuring that all port state and military requirements are met.

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 ext. 3717 or email: conferences@cmaconnect.com
The latest Job Mart is always accessible on the CMA website at: http://www.cmaconnect.com

HOSTED BY BAHAMAS FINANCIAL SERVICES BOARD

The Bahamas Financial Services Board along with IFC World – the sister publication of Wealth Briefing and Family Wealth Report will be hosting a Breakfast Briefing on Thursday, September 26th, 2019. The briefing will be held in New York City at the Century Association. The event, entitled Understanding the International Financial Centre (IFC) Value Proposition, will showcase the jurisdiction for those wishing to expand their investment and financial services capabilities. The delegate audience they are aiming to attract includes fund financial services advisors, commercial and corporate attorneys, corporate administrators, asset managers, law firms, consultants, accounting firms and private wealth advisory services. The event is free of charge to attend and more details can be found at the following link:

Bahamas New York Forum Details

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Bahamas New York Forum Details
• Vessel Safety Officer; Ensure that all personnel are following safe working practices and trained in the same
during this period my responsibilities increased from a Junior Officer to a Senior officer while conducting the normal duties of deck and navigation watches, creating voyage plans and conducting vessel maintenance.

Certifications:
• ISO 14000 Certified Internal Auditor
• ISO 9001:2015 Certified Internal Auditor
• ISO 9001: 2008 Certified Internal Auditor
• Chief Mate, Unlimited Tonnage
• Master of Vessels, up to 1600 tons
• STCW 95, Fast Rescue Boat, GMDSS, VSO and Medical PIC
• U.S.C.G. Certified Train the Trainer

Additional Information:
• Published writer for several trade magazines
• Experienced in the training and development of deck officers
Telephone: 631-626-8462
E-Mail: goodwindmaritime@gmail.com

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 12:
Objective
Recent graduate looking for a mechanical engineering position that offers hands-on engineering opportunities. Additionally I am seeking opportunities in conceptual and prototype testing as well as implementation and operation of legacy and emerging systems.

Education
The United States Merchant Marine Academy
June 2011- June 2013
Kings Point, New York
Major: Marine Systems Engineering
Texas A&M University Galveston
September 2014 - December 2017
Galveston, TX
Major: Marine Engineering Technology
Marine Engineering Technology is an interdisciplinary education in applied Mechanical Engineering programs and is accredited by the Engineering Technology Accreditation Commission of ABET. The curriculum is a blend of Mechanical Engineering programs as applied to shipboard propulsion (steam, gas turbines and diesel), electrical power generation (steam, gas turbines and diesel electric power generation operations), electronics, and shipboard-related engineering.

Experience
Liberty Maritime Corporation
November 2012 - February 2013
• Junior Engineer aboard the M/V Prestige, New York. 120-days at sea.
  Global Circumnavigation.
• Supervisor: Chief Engineer Josh Reed
• Responsibilities: Engine room maintenance and operations for Large Slow Speed Diesel propulsion plant; Electrical generation and load balancing; hotel services (HVAC), water distillation. Duties also included making rounds and comparing mechanical gauges to the automation system and adjusting/calibrating discrepancies within the automation. In-port maintenance included disassembly, maintenance and repair of pistons, piston rings, cylinders, fuel injectors, turbochargers, and alpha lubricators for a MAN B&W 7-cylinder, large, slow speed Diesel. In-port duties included maintenance and repair of 3, medium speed, 10-cylinder, Hyundai Diesel Generators, and associated fuel filters, fuel and lube oil purifiers, jacket water temperature management systems, as well as management, and maintenance of an Aalborg, rotary cup, smoke in tube, auxiliary boiler for engine room service and hotel steam.

McAllister Towing and Transportation, Providence, RI
August 2013 - September 2014
• Port Engineering Intern and Operating Engineer aboard M/V Rainbow, M/V Reliance and M/V Puma
• Supervisor: Port Engineer Ethan Gifford
• Responsibilities: Operator of tugboat twin diesel propulsion plant and electrical plant generation for M/V Rainbow, M/V Reliance and M/V Puma for at sea harbor tug and escort operations. In-port maintenance included oil changes, injector testing, jacket water chemistry, and overhaul of 4-cylinder Detroit diesel generator. Other maintenance included bow mat restoration welding, ballast management, installation of radar upgrade package, and installation of wheelhouse remote engine and rudder controls.

Lakewood Yacht Club, Seabrook, TX
September 2014 - June 2017
(Summertime and weekend employment while enrolled at Texas A&M)
• Green Fleet Optimist Dinghy Sailing Coach
• Program Director: Marek Valasek, Lindsay Valasek
• Responsibilities included taking care of, and teaching 6-12 year-old children how to sail and be successful at sailboat racing.
• This job requires patience, and the ability to communicate with children. Additionally, it helped developed my ability to organize groups of people towards common goals. Goals for children include: learning to rig a boat
Candidate 13: Looking for entry level work in transportation loss prevention, vessel/port planning and operations, marketing/business development, and personal assistant positions at a maritime-related company, government agency, nonprofit, investment bank or public/private partnership in the NYC region. Available to work October 2nd, 2017.

Graduated from SUNY Maritime College with a Master of Science in International Transportation Management in January 2017. Worked as a Loss Prevention Summer Intern for the American P&I Club in New York City until October 2017. Co-authored a member alert on collision avoidance in anchorages off of Chittagong, Bangladesh and a club guidance on seafarer’s mental health, in addition to organizing survey compliance data on member vessels.

Former tugboat dispatch intern with McAllister Towing and a 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 commute within the NYC metropolitan region.

Email: Rnigel.pritchard@gmail.com, Cellphone: 646-378-8446  (S17-10)

Candidate 14: Transformation, Innovation, Technology & Blockchain for Shipping

Experienced NYC metro area shipping industry executive is seeking a new management role directing technology, transformation, innovation, automation, etc. in the maritime industry. I have worked with over 100+ ship owners globally over the last 15 years and am well known and very visible in the industry. Let me help your company become more competitive, develop strategy, save money, gain traction, raise new capital, identify new revenue streams, and be better prepared for the massive changes affecting shipping today and coming in the near future. Let’s start discussing and executing your plans for artificial intelligence (AI), digital token strategies, cryptoassets, blockchain, automation, IoT, cybersecurity, analytics, machine learning, platforms/ecosystems, and other emerging trends. Ready to discover new ways to model your business, increase efficiencies, and connect with others in the global supply chain? Let’s discuss your future plans today and see how I can help get you on the road to the future before it is too late…

E-Mail: transformation@dx9.io  (S19-07)