I think that it is fair to say that there has not been any shortage of things to talk about during 2017. Markets have moved, cyber security continues to become more and more important ashore and at sea, ballast water regulations are now fully in force in the US. As we expected, international trading agreements changed, new agreements emerged, and with that, areas of influence have or are shifting. We are now only two years away from the new sulphur regulations coming into force, bringing this issue now to the fore. As with any issue of disruption, it’s fair to expect that the sulphur regs will cause anxiety within the market, perhaps change some aspects of how we do business in both expected and unexpected ways, but in time, this change, like others, will simply become a part of how we do our business of shipping.
Our November lunch in Manhattan was great, as we think they have all been, each in their own way. Our Communications Chair, Jess Hurwitz, arranged for Jack Noonan to be our speaker, and of course none of these events would take place were it not for the unflappable Lorraine Parsons. With the help of NY Yacht Club and CMA member Rich du Moulin, Lorraine was able to arrange to hold our event in the Model Room of the NYYC. It is, arguably, one of the most stunning spaces I’ve had the pleasure to visit in Manhattan, and especially appropriate for an event like ours. Jack, as usual, did not disappoint, and took a sold out room through many of the experiences that led him to his leadership position at Chembulk. We were also pleased to hear from Jack’s successor at Chembulk, and an old friend of mine, Dave Ellis. We look forward to Jack’s future projects, and wish Dave great success in his new role.

I also want to take this opportunity to point out all of the hard work done by your CMA Board members, to keep the CMA moving forward and bringing you great events throughout the year. We are lucky to have such devoted people on our Board who, along with the great folks at IMS, make all of this look easy! You all have my thanks for all that you do!

Our annual Holiday Party is now just days away. It is free of charge to CMA members in good standing, but all are asked to bring a new unwrapped toy for Toys for Tots. Last year, as I recall, the Toys for Tots people were caught off guard by the great generosity of our membership, and as we move into this season of giving, I’d like to challenge our great membership to outdo last years response, and help out as many children in need as we can! Please remember to RSVP for the Holiday Party, which will be at Sign of the Whale in Stamford on Monday, December 11th, from 6:00 until 10:00. We look forward to seeing you all there, and wish you and yours a happy, healthy and festive Holiday season!

Joe Gross
FROM THE EDITOR

Happy Hanukkah, Christmas and Kwanzaa

Some promising good news out of Washington for shipping: After several years of budget cuts the portion of NOAA's budget request for Operations Research and Facilities ($50.9 million) includes $18 million for their program to remove marine debris from certain hot spots, and $20 million to collect new geospatial data to update maps, and charts necessary for safe navigation and emergency preparedness. The extreme winds, flooding and storm surges from hurricanes caused significant changes to topography, bathymetry and shorelines significant to maritime navigation. Another $28.7 million for NOAA's procurement and construction account will be used to fund capital projects damaged by hurricanes Harvey, Irma and Maria.

As you may know, CMA has moved its office from the Waterside District (near the Crab Shell) to 100 First Stamford Place (next to the Hilton Hotel). The move required disposing of what seemed like tons of paper. While disposing of long forgotten studies I ran across an article I wrote in 2014 decrying the state of US transportation infrastructure. About the same time I happened to hear that the 1976 movie “NETWORK” will be presented as a play in London. Brian Cranston of TV’s BREAKING BAD will play the role of Howard Beale, the TV network anchor whose rant (the topic of this article) became a cocktail party topic. This is what inspired my piece in this issue “I’m mad as hell and I won’t take it anymore.” Are you mad enough to say something to your elected officials?

Once again we have printed a Call for Papers for the March 2018 CMA Education Foundation Essay Contest with prizes generously provided by d’Amico Shipping. Every year the papers get better and more students submit papers. If you know of a student(s) interested in the maritime sector, encourage him or her to write for us. The rules are part of the Call for Papers.

We have a new writer this month. Captain Matt Bonvento gives us a history lesson on where old mariners go when they no longer sail in a piece titled Sailors’ Snug Harbor. Shiver me timbers!
By Jess Hurwitz

As your Communications Chair, I am responsible for selecting and recruiting our speakers and presenters for our monthly luncheon events. It is my goal over the entire year to provide our membership with a diverse range of topics, programs, and speakers to ensure that we are providing interesting and relevant content for each and every member. I gladly welcome suggestions and feedback from any of our members on topics that you would be interested in seeing at upcoming luncheon events or suggestions on specific speakers you would be interested in hearing from. Please contact me directly by email with your suggestions or comments at: jhurwitz@citrincooperman.com. Thank you in advance for your support and enthusiasm! We encourage every CMA member to make as many luncheon events as possible over 2018.

I hope to see you at our CMA Holiday Party and hear what you like, dislike or would to see in our Newsletter. Merry Christmas.

Donald Frost

CMA New York Speaker Luncheon – Nov. 15th

Thank you to the 120 attendees who attended our final CMA speaker lunch of the year on November 15th in the spectacular Model Room of the New York Yacht Club.

We were pleased to welcome Jack Noonan, our 2017 CMA Commodore, as the lunch speaker this year for our 6th Annual event, particularly as he transitions from Chembulk Tanker’s CEO to CEO Emeritus, and we are very glad that Jack introduced Chembulk’s next CEO, Dave Ellis, at the event. Jack gave a fascinating run-down on the recent history and development of the chemical tanker industry and of changes that have taken place over the years, and his finale was very special and very touching – the whole room took to their feet to give Jack a well deserved standing ovation for this speech, but really for so much more!

Thank you to Richard du Moulin, our 1999 Commodore, for being our sponsor and allowing us to be at this great venue, and also for his generous and humorous introduction of Jack.

We look forward to Jack’s continued involvement in the shipping community, and we are happy to welcome Dave into Connecticut’s Maritime community!

A special thank you also to the pre-lunch reception sponsors, Q88.com and Host Agency. We greatly appreciate their continued support of this November lunch event.

Greg Kurantowicz, Membership Committee Chair

Please welcome our new members.

Mr. Nicholas Emmanuel Petradakis, Managing Dir. World Marine Travel Services LLC, Rockville, MD
Ms. Weifang Zhu, Director, Client Success, Nautilus Labs, New York, New York

We look forward to meeting you at a CMA event soon.

Thank you to the 120 attendees who attended our final CMA speaker lunch of the year on November 15th in the spectacular Model Room of the New York Yacht Club.

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We don’t change the path you’re on.
We just help you navigate it better.

Through a revolutionary approach to data management and performance monitoring, Accuritas helps global shipping leaders become more efficient, data-driven businesses. Our web-based Accuritas Portal and proven Business Intelligence solutions are at the forefront of solving the shipping industry’s big data dilemma. The foundation of our customized solutions is our comprehensive approach to client relationships that ensures everyone is always up to speed.

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MULTI-VENDOR INTEGRATION • CUSTOMIZED DELIVERABLES • ON-DEMAND ANALYSIS
We invite our members to Come Celebrate the Season with us at the CMA Annual Holiday Party on Monday evening, December 11, 2017 from 6pm until 10 pm. This year we are repeating last year’s venue, which was a big hit, Sign of the Whale, 6 Harbor Point Rd, Stamford, CT 06902. As last year the entire restaurant will be ours for the evening and note that there is plentiful surface lot and street parking close by, and that for evening events you can also park in the garages at Harbor Point, one which is right around the corner to SotW. If you arrive before 6pm just say you are going to SotW, and if after 6pm the barrier will be up anyway.

And we know that the timing and food is always of interest so you can plan your evening, and so below is the timing for the evening, along with the planned menu – you will not go hungry!

**Full Open Bar | 4 Hours**

**Appetizers | 6:00-7:30 PM**
- Goat Cheese, wild mushroom fritters, onion marmalade, crème fraiche
- Smoked Chicken – Mozzarella Croquettes
- Fire roasted piquillo sauce
- Coconut Crusted Shrimp w/sweet sesame chili sauce
- Beef Empanadas with Argentinean chimichurri
- Scallops Wrapped in Smoked Bacon – honey-thyme drizzled
- Cuban Pulled Pork Tacos – Sour orange cabbage, chipotle mayo
- Soft tortilla
- Cheeseburger Sliders – rosemary butter, cheddar
- Hand Cut Truffle Fries
- Fig & Prosciutto Pizza – black mission fig spread, bleu cheese, gruyere, caramelized vidalia onions
- BBQ Chicken Pizza – BBQ chicken, caramelized vidalia onions, mozzarella, monterey jack
- Tomato-Pesto Flat Bread – cherry tomatoes, parmesan
- Apple-Brie Flat Bread – granny smith apples, roasted mushrooms, brie, mozzarella, sage oil.

**Dinner Buffet | 7:30-9:00 PM**
- Classic Caesar Salad with garlic croutons, parmesan, creamy caesar
- Roasted Beet Salad – baby arugula, goat cheese, cherry tomatoes, candied hazelnuts, sherry vinaigrette
- Roasted Butternut Squash Ravioli
- Porcini Dusted Chicken – wild mushrooms, caramelized shallots, madeira au jus
- Local Beer Braised Beef Stew – roasted vegetables, pearl onions, half full bright ale – Stamford, CT
- Roasted Potatoes – rosemary butter, fennel pollen

Have we convinced you to join us??!!

**This event is free of charge to CMA Members but RSVPs are required.**

In the spirit of the season, all we ask is that you bring an unwrapped toy for the U.S. Marine Corps. Sponsored “Toys for Tots” program OR make a cash or check donation to the CMA Education Foundation (any donation is welcome).

For reservations please contact Lorraine Parsons at Tel: 203-406-0109 Ext 3717, or Email: Lparsons@marinemoney.com

We look forward to a festive evening!

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**CALL FOR PAPERS**

The Connecticut Maritime Association (CMA) and the CMA Education Foundation is seeking entries from students attending American maritime colleges and universities with programs and/or courses that deal with shipping, international trade and marine transportation.

The Connecticut Maritime Association, Inc., is a not-for-profit organization established in 1984 and has an educational mission. It is an association of individuals representing every aspect of shipping and international trade, both ship and cargo interests.

CMA's annual Trade Show and Conference, March 12-13-14, 2018, will feature a session entitled “**Student Research Presentations on the Business of Shipping**” on Tuesday, March 13, 2018. To qualify a student must be an individual working towards a Bachelor or Master’s degree in a US university at the time of the conference.
All papers are to be original manuscripts and the topics should have practical application to industry problems, issues, or policies. Papers will be reviewed by teams from academia and industry. Three papers will be selected and awarded a certificate, with a first place award of $2500, second place award of $1500, and third place award of $1000. The awards are courtesy of d’Amico Shipping Group.

All topics in the “Business of Shipping” are acceptable. Possible topics that students may wish to explore might include:

• Financial pressures and survival among owners of ships – tankers, bulk carriers, containerships
• Imbalance between the supply of, and the demand for, ships and its implications
• Global warming and its effect on the output of agricultural goods and demand for bulk carriers
• Global maritime policies such as those covering safety, environmental emissions, invasive species and ballast water issues, market competition, etc.
• Regulation, enforcement and governance in the maritime field
• Energy – oil, gas, coal, wind, solar – what are its effects on the shipping industry?
• Vessel operating issues – for example, crew recruiting, retention and education
• Ship waste disposal; environmental ship scrapping; population growth and migration and their impact on demand for resources
• Piracy – risks, results and solutions
• The environment – regulations and technological solutions
• Others, such as: the Maritime Labor Convention and emission issues

Submit your paper and presentation by January 08, 2018. Submissions are to be e-mailed only. Feel free to contact Shmuel Yahalom if you have any questions.

Submit to:
Shmuel Yahalom, Ph.D.
Distinguished Professor
State University of New York, Maritime College
6 Pennyfield Ave., Throggs Neck, NY 10465
Phone: 718 409 7290
E-mail: syahalom@sunymaritime.edu
as advisers leading to a National Freight Transportation Policy. Shortly afterward there was a request for proposals from consultants by the Transportation Research Board for a study of what a National Freight Policy should look like.

MARAD sponsored a “National Maritime Strategy Symposium: Cargo Opportunities and Sealift Capacity” in Washington January 14-16, 2014. The goal was to improve inland waterways, coastal shipping including America’s Marine Highway (Short Sea Shipping) and international trade facilities. It was billed as a series of listening sessions and maritime professionals of all kinds to contribute ideas, comments, complaints or a topic that would invite ideas from other attendees.

Since 1999 the Federal government had funded many hundreds of conferences, studies and reports aimed at improving the system. States and academia have funded still hundreds more, and corporate and privately funded studies continue to be published. Think tanks have produced still more. In the last 15 years the State of Connecticut has fol-
allowed the national model of workshops, studies and reports, and now that it has established a statewide ports authority there have been calls for reviews of past studies almost all of which were focused on the ports, not the port users.

What was wrong with the thousands of newspaper articles, reports, private papers and testimonies of knowledgeable professionals? Did MARAD’s listening session in Washington prove to be another Kabuki theater performance, or another NATO (No Action Talk Only)? Perhaps more frightening is the question of whether future state policies will continue to be formed by what seems to be politically correct versus what will generate jobs and revenue. All of the previous studies have reached essentially the same conclusions. The first is that we as a nation have not spent enough money on our infrastructure! The second is we are handcuffed by laws and regulations that are out of date in the 21st Century. At this stage of our un-necessarily slow national economic growth, everything else is simply irrelevant.

If government (at any level) can’t, for fiscal or political reasons, fund a modern marine transportation SYSTEM which serves everyone in the country, then remove the political barriers. There is no reason to say we can’t afford this. There is no shortage of private capital willing to invest in the United States. All it asks is for government to remove the disincentives, un-needed oversight and ACT. Delays, whether they are environmental impact studies or debating who (state or Federal government), should not stop the process. Bureaucratic delays prompted by those who lust for power kill projects as quickly and as surely as lack of funds.

Federal disincentives are supported by special interests, but the taxpayers are the losers. CHANGE must start with the States. Get rid of any program, tax or law that does not directly yield a positive result for the nation’s and the states’ economy. Change laws that were meant to protect special interests, regardless of claims that they “save jobs”, when, in fact they directly result in lost jobs in transportation, manufacturing, farming and process industries.

“I’m mad as hell and I won’t take it anymore” should be the clarion call by everyone. We can make our state and country far more competitive, create jobs and improve our quality of life, but we have to demand action. Einstein is watching.

As we enter the Holiday Season let the spirit of giving guide you. With your donations, the CMA Education Foundation has been able throughout the year to give young mariners opportunities to continue their studies in the maritime field, work with maritime companies via internships and attend events to teach about our maritime industry. Let’s continue to mold these young minds, who will someday lead our maritime community.

Please make a donation via CMA Education Foundation www.cma-edu.org

CMA Education Foundation – "to promote and support maritime-related education through financial assistance, events, and activities."
www.cma-edu.org

In August 2011, the I.R.S. recognized the CMA Education Foundation as a 501(c)(3) tax-exempt non-profit educational association. As such, the Foundation is able to accept tax-deductible contributions in order to fund its mission to promote and support maritime-related education.

Also, you can support CMA Education Foundation during the holiday season when making a purchase on Amazon Smile via www.smile.amazon.com and select the CMA Education Foundation.

All donations are tax-deductible.

Best Wishes and Happy Holiday!
CMA Education Foundation
NAMEPA Conference Looks Back to Move Forward

Industry Leaders Promote Accountability and Training as Keys to Success

By: Nina Mercedes Rabin, JD, Maritime Law

On October 26, 2017, the Annual NAMEPA Conference and Awards Dinner was attended by over 200 delegates predominantly representing the United States, Mexico, and Canada. These representatives were joined by others from Australia, Cyprus, Greece, Curacao, Puerto Rico, and many Caribbean nations.

The conference marked NAMEPA’s tenth year of educating the public on environmental stewardship while furthering the maritime industry’s commitment to protecting the environment.

The industry has weathered the recent shipping recession with strength, dignity and resilience.

The character of the industry was evident through the enthusiasm and dedication of the speakers and attendees onboard the Hornblower Infinity at Pier 40 in New York City.

The title of the conference: Back to the Future of Maritime, followed a distinctive timeline beginning in 2007, the time of NAMEPA’s inception, and concluded with a presentation on tools for a sustainable future by young Naval officers. A reoccurring theme of the day was environmental disruption as a necessary challenge to growth in the maritime industry. Further discussion delved into the intersection of environmental changes and the maritime industry. Specifically, how population growth, digitalization, and changing patterns of trade, result in reactionary regulatory changes such as the Ballast Water Convention, Vessel Incidental Discharge Act (VIDA), and the reduction in the global sulphur cap slated for 2020, thus impacting many aspects of the maritime industry.

As the focus of each panel moved from the past into a discussion of current practices, speakers touched on the industry’s accountability. The finding that educating the industry today, such as training in new technologies, may be required to prompt a shift towards a more environmentally conscious industry was clear across the panels.

Compliance with regulatory schemes in environmental protection was another common theme. Speakers opined a healthier, happier seafarer onboard a vessel makes for a safer ship. On the topic of technological changes on board vessels – should seafarers have cellphones and cellular access – presenters were eager to identify that vessels must keep pace with trends on land.

The Jones Act and its Discontents – Part III

By Michael Hansen
President, Hawaii Shippers Council

Full Jones Act Exemption for the Noncontiguous Jurisdictions

Many have advocated for a full exemption from the Jones Act (i.e., Section 27 of the Merchant Marine Act of 1920) and more broadly from the coastwise laws for Alaska, Guam, Hawaii and Puerto Rico, both individually and collectively. A full maritime cabotage exemption can also be referred to as a flag exemption (meaning the exemption would allow foreign flag ships in the trade). There are political and practical problems with seeking full cabotage exemptions for the noncontiguous jurisdictions, which makes this an unlikely outcome.

Political Considerations

There would be strong political opposition to any proposal to allow foreign flag ships into a domestic trade – whether a noncontiguous, coastal or intercoastal trade. This opposition would make a full maritime cabotage exemption for any domestic trade a very difficult proposition and in all likelihood virtually impossible to achieve through the political process as it exists today.

A full maritime cabotage exemption would be particularly difficult to achieve in trades between incorporated jurisdictions -- such as would be the case for Alaska and Hawaii -- because of the constitutional imperative to treat all states similarly.

The unincorporated territories currently embraced by the coastwise laws -- i.e., Guam and Puerto Rico -- have greater latitude to seek cabotage exemptions than the states do as they are not so constitutionally constrained. In addition, they have a pathway to negotiate for a full cabotage exemption through their on-going political status talks...
with the U.S. federal government. Providing, however, their talks lead to a more devolved political status akin to the advanced or enhanced commonwealth status of the CMNI, which was exempted from cabotage by its commonwealth covenant with the U.S.

Alternatively, the territorial political status talks could lead to greater incorporation including Statehood, which, for example, many in Puerto Rico wish to achieve. A political status involving greater incorporation would not appear to be compatible with a full flag cabotage exemption.

**Practical Considerations**

There are practical problems with the concept of foreign flag vessels operating in domestic coastwise trades even with a full cabotage exemption. These practical problems can be viewed in two contexts. Borrowing from the world of aviation as defined by the International Civil Aviation Organization (ICAO)’s *Nine Freedoms of the Air*, exemptions from typical flag cabotage practices can be classified as “standalone cabotage” (the 9th freedom of the air) or “consecutive cabotage” (the 8th freedom of the air).

**Standalone Maritime Cabotage** would involve foreign flag ships operating continuously in coastwise trade and exclusively between U.S. ports over time. Standalone cabotage is probably not possible in the U.S. even with a full exemption from U.S. flag cabotage for one or more of the noncontiguous jurisdictions (or national repeal of the coastwise laws). That is, a flag exemption from maritime cabotage for the noncontiguous jurisdictions or repeal of the coastwise laws nationally would be an insufficient condition for achieving continuous employment of foreign flag ships in purely U.S. domestic trades.

This is because many other federal and state laws and regulations would impinge upon the operation of foreign flag ships continuously engaged in domestic trade. Those regulatory constraints would include laws and regulations covering: immigration, customs, wage and hour, labor, business registration, taxation, health and safety, etc. Attempting to square the continuous domestic operation of a foreign flag ship in purely domestic regulatory environment in the absence of the cabotage laws would be virtually impossible given the current regulatory environment. This would be particularly true in the inland waterways trades.

These extra-cabotage issues were addressed by the *Journal of Maritime Law and Commerce* article, “Myth and Conjecture? The “Cost” of the Jones Act,” published in January 2015. The lead author, Mark Ruge, is the senior counsel to the primary Jones Act industry trade association, the *American Maritime Partnership*. Although the authors were motivated by their connection to the Jones Act industry, their analysis of the practical problems of operating a foreign flag ship continuously in domestic trade is well done.

**Consecutive Maritime Cabotage** would involve foreign flag ships performing domestic transportation while engaged on a foreign voyage. A full maritime cabotage exemption could allow consecutive cabotage in certain instances. There are currently two instances whereby foreign flag ships operate in domestic U.S. trades today performing consecutive cabotage.

The first is in regular trade with territories of American Samoa and the U.S. Virgin Islands (USVI), which are exempt from maritime cabotage and served exclusively by foreign flag ships. Second are short term temporary Jones Act waivers (typically for a week or two) granted administratively by the Secretary of the U.S. Department of Homeland Security (DHS) to allow foreign flag ships carry designated cargoes coastwise in times of national emergency. In both these instances the foreign flag ships remain on a foreign voyage status and immune from domestic regulation by arriving from and proceeding to foreign in respect of U.S. ports of call on each of their voyages.

This requirement to remain on foreign voyage status generally limits a foreign flag ship carrying a domestic cargo under a temporary waiver to a single domestic voyage as it must proceed foreign after discharging the domestic cargo to maintain its foreign voyage status. The foreign flag ships operating multiple consecutive voyages between the contiguous United States (CONUS) and the USVI and American Samoa call at nearby foreign islands on each voyage and thus maintain foreign voyage status. In the Caribbean the ships call at the Bahamas, British Virgin Islands and Dominican Republic, and, in the Pacific, at French Polynesia, Western Samoa, Tonga and Fiji.

If Hawaii were to be fully exempted from maritime cabotage, there would not be the opportunity to call at nearby foreign islands (there are none) to engage in consecutive cabotage and would make it impossible to duplicate the way in which the USVI and American Samoa are served by foreign flag ships today.
A flag cabotage exemption for Hawaii would certainly lower some ocean transportation costs where foreign flag ships could be employed for domestic transportation consecutively with foreign ports while maintaining foreign voyage status. For example, foreign flag tramp ships could be charted on a single voyage basis to transport bulk and neo-bulk cargoes between Hawaii and U.S. West Coast ports. The kinds of ships that might be employed on single voyage charters in the Hawaii trade would include product tankers, bulk carriers and livestock carriers in a similar fashion as to foreign flag ships performing domestic transportation under a temporary waiver. On the liner side, foreign flag containerships could operate the regular U.S. West Coast-Hawaii-Guam-China service (which Matson operates today) where the service operators turn their voyages at foreign ports in China and return directly to the U.S. West Coast bypassing Hawaii and Guam.

However, even with a full exemption, it is likely the majority of the container cargo carried between the U.S. West Coast and Hawaii would be carried by U.S. flag ships for logistical purposes. It would be virtually impossible to operate a foreign flag ship exclusively in the inter-Hawaiian island trades as some advocate due to the regulatory environment.

As such, the full extent of benefits many would assume would flow from a full exemption for the noncontiguous trades from or a nationwide repeal of maritime cabotage could not be realized.

The mission of Sailor’s Snug Harbor has not changed, although the format has. Like many mariners, when I used to hear of Snug Harbor, I pictured a nice farm in Sea Level, North Carolina where I would someday retire to my daily ration of grog, a pipe, and sit on a rocking chair on a porch, watching the world go by. Going back through the archives, located at the Stephen B. Luce Library at SUNY Maritime College (also available at https://snugharborarchivesblog.wordpress.com/) I came to realize that a portion of this particular dream will never be realized. The actual home for seafarers in Sea Level is now no longer a home for retired mariners. And although the cemetery in Staten Island is no longer open to seafarers the extensive art collection is displayed at The Noble Maritime Museum at the former home of Snug Harbor in Staten Island.

So, where do aged, decrepit, and worn-out sailors go when they finally want to come ashore and retire? Luckily enough you do not have to fit that description. Secondly you do not have to be called an “inmate” as the inhabitants of the home were called.

Fortunately for us Jay Brooks, the Financial Advisor/Marine Administrator sat down with us to explain the current process for helping those of us who may only feel slightly aged, decrepit, and worn out. Jay Brooks comes to Snug
Harbor from The United Seamen’s Service and the Seamen’s Church Institute.

We must first understand how mariners can gain entry in to the program, which recently opened it’s doors to mariners on the Inland Waterways. Eligible Mariners must meet the following criteria:

- 2555 days of deep sea time, at least five years on U.S. flagged ships or 14 years working on inland rivers (the eligibility of inland waterway mariners is recent, an initiative that began in 2014)
- 65 years of age or older or on disability (Some exceptions may be made)
- Proven need for financial assistance
- Resident of the USA (or its territories)
- An individual with $50,000 or more in assets will not be eligible (primary residence excluded)
- A three year look back period will be used
- Public benefits available to a mariner must be accessed, if eligible, before any subsidy from SSH is approved. For example, VA benefits, Medicaid, SNAP etc.

The program traditionally housed these seafarers. The mission now works to assist eligible mariners in their home communities by providing them with financial assistance with their bills to allow them to live more comfortably or catch up on other expenses. Furthermore, SSH helps mariners find other types of assistance that may help them such as government programs or other charities. Finding the eligible, or soon to be eligible, mariners is the largest hurdle currently facing the trust. Even with this hurdle, so far in 2017 the trust has provided assistance to approximately 370 mariners.

Mr. Brooks assured me that the mission of Snug Harbor remains the same i.e. To assist mariners in their golden years. Now, instead of housing them, SSH will assist them at home, where they can be closer to loved ones. Mariners approaching retirement have gone so far as to send their information and discharges to Mr. Brooks for an early evaluation of sea time. The USCG and the maritime unions are very helpful in providing assistance to the SSH in verifying or even finding sea time for mariners to obtain eligibility.

Mariners, just like everyone else, should be able to look forward to a certain quality of life in their retirement. Anyone who has ever worked on a vessel will certainly agree. Supporting programs like the Trustees of the Sailors’ Snug Harbor ensure that this support will be there for the next generation of sailor’s whose life is no longer the sea.

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**JOB MART**

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](http://www.cmaconnect.com)

**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.
- 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
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 yrs)
- 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 unload- ing 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 and problem solving tool 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-presents- 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 depart- ment.
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: 631-258-6267
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

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.

E-Mail: lawandanchors@gmail.com
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.  

(S17-02)

Candidate 8: Technical Manager  
An adaptable and results-driven risk manager with a strong background in marine engineering, strategic planning, operations analysis, ship construction, marine incident investigations and project management. Successfully utilizes broad-based knowledge and analytical skills to perform risk analysis on ship structural integrity, operations and maintenance. Ensures productive and safe work environment by conforming to marine quality assurance and regulations compliance. As a hardworking and detail-oriented producer, possesses a proven track record of exceeding established goals and contributing to the growth of a company.  

Over 30 years’ experience gained both at sea and ashore from leading tanker companies US Flag ( MSP and John's Act) and foreign flag.  

OBJECTIVE: To work with a forward thinking shipping company where I can utilize my previous working experience both commercial operations and technical from ship and shore.  

AREA OF SPECIALIZATION:  
- Strategic and Operation Analysis.  
- Ship Construction  
- Risk Analysis - Ship's Structural Integrity.  
- Risk Analysis - Ship’s Operation and Maintenance.  
- Marine Quality Assurance & Regulation Compliance  
- Marine Incident Investigation.  
- Project Management (over 30 dry dockings domestic and foreign shipyards)  
- Third party ship managers interaction as Owners representative  

Full resume and references available upon request.  

Telephone:  
Cell: +1 (203) 434 4571  
E-Mail: andrezb@hotmail.com  

(S17-12)

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: vcmaschas@gmail.com  
Notes: For further information kindly contact  

(S17-03)

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  

(S17-04)

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)

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 B: Business Support / Administrative Coordinator  
We are looking for people who are independent thinkers and work well with Company Leadership to understand goals and strategies. Building out processes and projects to finalize them and then execute your given plan is the key component of this opportunity.  
Our Business Support Coordinator roles span across the organization in realms such as administrative support, project coordination, and client services - sharing common goals and key elements. As a Business Support Coordinator, you’ll help us achieve our mission by representing our globally-known and industry-benchmark institution, being a touch point for visitors, employees, and clients, and by serving as a knowledge resource for the entire community. By applying for this opportunity, you will be considered for the entire suite of Business Support Coordinator / Administrative Assistant roles to find the best fit.  

(Help Wanted)
Negotiate, prepare and submit documents to satisfy letter of credit.
Submission and management of all relevant shipping data.
Coordinate cargo inspection (SGS, Bureau Veritas, etc).
Managing insurance (charterer’s liability and marine cargo insurance).
Coordination with loading / disport agents.
Oversee vessel nomination and documentary instructions.
Managing vessel schedules and laycan coordination.

**Global Operations as part of an 8-person team.**

**Looking to fill a full-time, salaried position in the Boca Raton office of a major international company.**

**Position C: Operations Coordinator / Traffic Specialist:**

- Partner with a manager or team to understand their goals so you can help them be as effective as possible.
- Be responsible for the execution of ideas, tasks, and strategies.
- You’ll be a time management professional, balancing deadlines and demands while organizing multiple streams of information.
- Thinking about the big picture - always stepping back to determine how you can systemize processes.
- Interface with our client base, partners, and possible job candidates (depending on your particular role).
- Put your communications skills to work, helping visitors, candidates, clients, teams, and managers stay on the same page during processes and projects.
- Build cross-departmental relationships by understanding, embracing, and implementing the company’s internal systems.
- Push Deliverables forward to help the team.
- Act like an owner of the Company to continuously help drive results.

**Required Qualifications:**
- Bachelor’s Degree - Full time from a recognized university.
- OR -
  - Associate Degree from college or university with concurrent work experience and a superior GPA.
  - Detail-oriented, technically inclined, smart problem solver.
  - Enthusiastic, reliable professional with excellent communication and interpersonal skills.
  - Experience in a professional office setting.
  - Customer Support or Administrative experience.

**Contact:**
Paul Mazzarulli
Telephone: 475.529.0122
E-Mail: pvm@Op-Exp.net

**Notes:** To submit your qualifications or ask questions about this role, please contact us.

**Position D: Technical Coordinator**
Chembulk Tankers, Southport CT

**Chief Technical Officer**

**Summary:** Provide technical and administrative coordination for the Chembulk Fleet to ensure all technical requirements are proactively met in the safest, most cost efficient, and timely way, and according to the highest standards. Act as primary liaison between Chembulk Fleet Management Control (“FMC”), Chembulk Operations/Chartering team and third party technical ship managers for daily planning and coordination of technical requirements (dry docks, repairs, Class certifications, Flag State Inspections, USCG COC’s, etc.). Key responsibilities include: invoicing, coordinating/creating purchase orders, monitoring fleet class status, daily monitoring of Chembulk accounting and safety/KPI monitoring systems, and coordinating fleet wide technical related documentation.

**Ideal Candidate Will Be:**
- highly organized
- proactive
- able to prioritize and be self-motivated
- possess sound judgment
- a team player
- possess strong written and oral communicating skills
- possess strong Microsoft Office Skills with particular proficiency in advanced Excel.

**Other:**
- Travel may be required
- Maritime Academy Degree required
- Sailing experience aboard chemical tankers preferred
- Engineering background preferred
- Knowledge of chartering and commercial operations

**Contact:** Donna Madden
VP Human Resources & Corporate Administration
Company: Chembulk Tankers
Address: Southport CT
E-Mail: dmadden@chembultankers.com
Notes: Pls send resume

**Position E: Operations Manager**
Continental Industries Group, Inc. is a global trading, marketing, and distribution company in petrochemicals, plastics, and industrial chemicals. We have been importing, exporting and off-shore trading for 35 years. CIG is headquartered in mid-town New York City with its own offices in Istanbul,
Moscow, Shanghai and other cities (see our web site, www.continental-industries.com) and a vast marketing and purchasing network in many other countries. Our current business portfolio is very international, with world wide sales and sourcing activities. The Company has been expanding in the past years and continues to grow.
We are interested in hiring an Operations Manager to join our Operations & Logistics team in the New York City headquarters possessing following qualifications:.

**Experience:**
He/she would have experience organizing all phases and aspects of international multi-step product logistics from the place of origin to the point of delivery, including import, export and third countries.
Opening, negotiating and banking Letters of Credit in US and foreign banks.
He/she would have 10-15 years of relevant experience in supervising daily transactional activity for 3 or more coordinators. Prior experience in chemical and/or plastics industries is a must.
Future manager would be versed in creating activity and task reports for the senior executives and make clear and concise presentations.

**Skills:**
- Excellent communication skills with ability to work independently and as part of a team.
- Ability to organize workflow within the department and facilitate interaction with other departments.
- Strong numerical skills with expert understanding of import/export Letters of Credit and bank collections processes.
- Excellent knowledge of ocean freight bookings, inland freight, warehousing and customs procedures - bulk shipping and charter party negotiations would be a plus.
- Accuracy in keeping records and understanding of commercial documents flow is a must.
- Thorough understanding of ERP IT systems and proficiency in Microsoft Excel, Word and Outlook.

**Job Description:**
Day to day handling of all operational tasks associated with international and domestic transactions utilizing "A to Z" concept. He/She would need to be able to perform those tasks hands on.
Manager will be in charge of daily and long term workload distribution, file control and approvals of new transaction.
Verification of transaction’s Incoterms and appropriate allocation of resources in cost analysis submitted by traders and coordinators.
Supervising and developing relationships with vendors. Negotiating and problem solving.
Facilitating interaction between Operations Team and traders, utilizing advanced communication skills.
Proposing improvements in department’s organization, technology, task distribution, etc.,
Partnering in hiring new and evaluating existing employees.
Training and development of Operations Department employees.

Company: Continental Industries Group, Inc.
E-Mail: cig-ny@continental-industries.com
Website: www.continental-industries.com
Notes: For immediate consideration, please fill out the contact form on Continental Industries Group website or e-mail your resumes with cover letter, and include salary history/expectations.
We will review all responses promptly and confidentially.

**Position F: Operations/Logistics Coordinator**
Continental Industries Group, Inc. is a global trading, marketing, and distribution company in petrochemicals, plastics, and industrial chemicals. We have been importing, exporting and off-shore trading for 35 years. CIG is headquartered in mid-town New York City with its own offices in Istanbul, Moscow, Shanghai and other cities (see our web site, www.continental-industries.com) and a vast marketing and purchasing network in many other countries. Our current business portfolio is very international, with world-wide sales and sourcing activities. The Company has been expanding in the past years and continues to grow.
We are interested in hiring an Operations Coordinator to join our Operations & Logistics team in the New York City headquarters possessing following qualifications:.

**Basic Responsibilities:**
- Coordination of diverse import/export transactions through seamless integration of foreign subsidiaries, shippers, freight forwarders, warehouses, etc. activities.
- Organizing all phases and aspects of international multi-step product movements from the place of origin to the point of delivery, including import, export and third countries.
- Handling all paperwork related to each transaction.
- Recording of transactional details, including purchase and sales sides, in integrated operational software.
- Keeping product and shipment-related schedules. Negotiating freight rates and maintaining relationship with vendors.
- Handling 35-45 transactions per month.

**Possible Responsibilities:**
- Opening Letters of Credit in US and foreign banks for purchases of commodities.
- Banking and negotiating of international Letters of Credit and other forms of documentary payments.

**Professional Requirements:**
- 5-7 years relevant experience; prior experience in chemical and/or plastics industries is a plus.
- Ability to organize workflow within the department and facilitate interaction with other departments.
- Business acumen - recordkeeping and understanding of commercial documents flow is a must.
- Working knowledge of Microsoft Excel, Word and Outlook.
- Familiarity and strong ability to design and update reports in spreadsheet environment.
- Familiarity with integrated commercial ERP packages.
- Excellent knowledge of ocean freight bookings, inland freight, warehousing, customs procedures.
- Strong rate negotiation skills and logistics optimization abilities.

**Personal Requirements:**
- Ability to work independently and as part of a team
- Self-motivated
- Detail oriented
- Excellent communication skills

Company: Continental Industries Group, Inc.
Email: cig-ny@continental-industries.com
Website: www.continental-industries.com
Notes: For immediate consideration, please e-mail your resume with cover letter, and include salary history/expectations. We will review all responses promptly and confidentially. Please add "Operations Coordinator" in the subject.