

UP COMING EVENTS

SAVE THE DATES

JULY 2007

Thursday, July 19

CMA Annual Summer Picnic

5:30 pm-9:00 pm

Stamford Yacht Club

97 Ocean Drive West, Stamford, CT

\$75 per person for CMA Members

\$80 per person for Non-Members

For Directions: <http://www.stamfordyc.com/>

See page 5 for more information

Friday, July 27

3rd Annual CMA Tennis Tournament

Play starts at 8:30 am

Venue: Sterling Farms, Stamford, CT

Player package: \$120 per person

Lunch only: \$60 per person

See page 5 for more information

For reservations for all CMA Events
please call Lorraine at +1.203.406.0106 Ext. 3717

NO CMA EVENTS IN AUGUST

For a full calendar of upcoming CMA Events and
more information, please go to the
Events page at <http://www.cmaconnect.com>

PRESIDENT'S NOTES

It seems to happen to me once a year where I run out of time and have nothing to write about, although some would say it happens more frequently than that. Last year's occasion was in June when I was trying to fix my old boat and get it in the water. Hard to write President's Notes with a wrench in your hand.

This year, work is interfering. I think I can speak for most shipping lawyers when I say that I have never seen so many shipping transactions at any one time. The markets are running on all cylinders, and they do not appear to be letting up.

I leave it to the analysts to determine what all this activity means. For me it means I'm not going out in my boat.

CONTENTS

President's Notes	—page 1
From the Editor	—page 2
Market Commentary	—page 3
Membership Notes	—page 4
CMA Annual Summer Picnic	—page 5
Announcing the 3rd Annual CMA Tennis Tournament...	—page 5
Top Students Honored at CMA Scholarship Luncheon	—page 6
Factoids & Stuff	—page 7
The Gang that Can't Shoot Straight	—page 8
2007 CMA Regatta	—page 10
Job Mart	—page 11

CMA INFORMATION

OFFICERS

PRESIDENT

Peter Drakos

P: (203) 569-9538

F: (203) 569-9554

Email: pdrakos@blankrome.com

VICE PRESIDENT

Bob Kunkel

P: (203) 831-8977

F: (203) 286-1474

Email: rkunkel4@yahoo.com

SECRETARY

Laura Mirabella

P: (203) 629-2300

F: (203) 629-9101

Email: mirabella21@hotmail.com

TREASURER

Bob Pascarella

P: (203) 325-9771

F: (203) 323-6266

Email: robert@tpacpa.com

GOVERNORS & COMMITTEE CHAIRS

MEMBERSHIP

Evan Galanis

P: (203) 356-2000

F: (203) 356-2010

Email: evan@galanis.us

PLANNING & ADMIN

Chris Aversano

P: (203) 629-2300

F: (203) 629-9101

Email:
chris.aversano@crweber.com

SOCIAL

Johnny Kulukundis

P: (203) 550-1720

F: (203) 629-9103

Email:
john.kulukundis@gmail.com

COMMUNICATION

Tom Hodgson

P: (203) 326-2830

F: (203) 363-5346

Email:
thodgson@mjff.com

EDUCATION

Nora Huvane

P: (203) 406-0106

F: (203) 406-0110

Email:
nhuvane@marinemoney.com

CHANGE OF ADDRESS

Faith Marr

P: (860) 354-1182

F: (860) 350-3887

Email:
cmaconnect@sbcglobal.net

**THE CMA HOME PAGE ADDRESS IS
www.cmaconnect.com**

LETTERS TO THE EDITOR & NEWSLETTER

Donald B. Frost

P: (203) 406-0109 • F: (203) 406-0110

Email: Editor@cmaconnect.com

JOB MART: Lorraine Parsons/Cari Koellmer

Email: conferences@cmaconnect.com

WEB: Lorraine Parsons

Email: conferences@cmaconnect.com

Hope to see you at the CMA Summer Gathering on July 19 at Stamford Yacht Club.

Best regards,
Peter G. Drakos

FROM THE EDITOR

The June 27th monthly luncheon featured the recipients, and their parents, of our scholarships to graduating seniors from our local maritime focused high schools which are planning to continue their education in maritime related fields. The keynote speaker, our own Dr. Clay Maitland of International Registries (Marshall Islands), delivered some thoughtful remarks about how the industry has dramatically changed in only the last 5-7 years. There is more about the students and their plans elsewhere in this issue.

Your editor attended what I guess must be called a seminar (a small group discussion for research) on coastal shipping. It was comforting to me to hear the old term replace "marine highway" and "short sea shipping" in Boston June 26th. The presenters were from the Maritime Studies Program at Tufts University's Fletcher School. The host was the New England members of the Maritime Law Association. Most of the attendees came from a few colleges with maritime programs in Maine, New Hampshire, Massachusetts and Rhode Island with a sprinkling of people from the local office of US DOT, the New England Council, the Massachusetts Governor's office and the economic development office of the state of Rhode Island (he was formerly in a similar role at the City of Stamford, CT and a fallen away CMA member). I must say up front that they all seemed to understand the primary problems associated with getting a coastal shipping system underway in New England. They even recognized the politically sensitive issues that are often "overlooked" because they might threaten some jobs that MIGHT be impacted. Everyone agreed that public awareness of things maritime are critical in getting the laws passed that will enable such a system. Naturally, this august group of individuals that singly could do nothing, together decided they needed more meetings to move the issue.

Goings on about town:

Chembulk Tankers, the new (January 07) chemical tanker owner hosted a cocktail reception at the R. Jinishian (Art)

MARKET COMMENTARY

By Donald B. Frost

Gallery in Fairfield, CT on June 14th. Chembulk Tankers' fleet was acquired from MT Maritime Management which continues to provide technical management. The fleet consists of 15 hi-spec vessels plus one to be delivered next month and three more in 2008. All have stainless steel tanks.

Chembulk's CEO, Bob Burke, and Chief Operating Officer, Jack Noonan emphasized their commitment to a quality service that is environmentally sensitive and focused on safety via continuing crew training. Both Bob and Jack are graduates of the U.S. Merchant Marine Academy at Kings Point. Bob, as many of you might recall, is a veteran of GE Capital, and Great Circle Capital, and earned an MBA from Columbia University.

Dredging:

Elsewhere in this issue I wrote a cynical, yet true, story about dredging and the environment. I noted that the CT Congressional delegation does not wish to push the removal of the AMBRO Amendment (read the article) that would allow disposal of non-toxic dredged material at approved sites in Long Island Sound. Admittedly there is a lot more to this issue, but I am not aware that CT's elected legislators (federal or state) as a group have ever loudly declared their concern, the importance and the urgency of dredging to CT's economy, traffic congestion and quality of life.

On the other hand, Pennsylvania's legislators have been steadfast in pushing their ports' needs. Philadelphia has been fighting to dredge their channel to 45 ft (from about 38 ft) for many decades. The project was authorized in the Water Resources Development Act (WRDA) of 1992 and again in 1996 with Federal money appropriated both times. Nothing happened but they kept fighting for it every year. It looks like they will get their wish in the next few years proving, I think, that persistence will work even in Washington - but only if the users keep reminding the legislators of the stakes. To that end we have included list of area political leaders, legislators and policy makers in this issue.

I hope to see you all at the July 19th picnic. Come over and say hello. Tell me what you like and do not like about the Newsletter, or what else you would like to see.

-Don Frost

Long before the 2005 European Commission proposed withdrawal of Liner Shipping's block exemption from anti-trust under the Conference system I have written in these pages that this line of thought would eventually impact tramp shipping. Un-noticed by me, the line of thinking regarding regulating tramp shipping has actually been seriously underway for at least two years. The October 18, 2006 passage of EU Regulation 1419/06 repeals the block exemption of liner conferences effective October 2008. It also resulted in the European Commission being asked for guide lines with regard to shipping pools and their possible breach of EC Treaty provisions dealing with competition and in particular Article 81.

At this time I just want to briefly introduce what is happening and why. The source for the following comes from a short report by the Institute of Chartered Shipbrokers ("Confusion over competition conditions upset pools") by Marjorie Holmes and Heiko Koch, and a very comprehensive report titled "The EU's New Competition Regime for

River House



Unique Greenwich waterfront business opportunity.

Currently used as office space this building comes with a 100 foot dock. Nestled among several marinas this affords the opportunity to set sail from you own dock and avoid traffic.

Offered at \$2,500,000

Call Peter K. Joyce for an appointment to review property.

Peter K. Joyce
203.912.8109 **Sotheby's**
INTERNATIONAL REALTY

Maritime Transport” January 2007 by law firm Watson, Farley and Williams’ Stephen Tupper.

The purpose here is only to raise awareness of some basics. My summary is that certain tramp shipping pools (tankers the most prevalent) will come under scrutiny by the European Commission and might be forced to change their structure, go out of business or face fines. The consequences will be explored after the actions of the EC are better understood.

Pools, conferences, ship-sharing and other forms of inter-competitor cooperation are defining characteristics of the shipping world today. Yet they are a concern in competition terms because they involve horizontal competitors joining together to provide a single price to the customer(s). As you will all recall, the tanker pools of today were a response to the mergers and acquisitions among major oil companies. That pools of ships from among cooperating ship owners is considered restraint of trade and the M&A of charterers is not, is undoubtedly an argument that has been discussed. Sadly each form of cooperation is legally distinct.

Cabotage Services have never been expressly excluded from enforcement of EC competition law because they have not been considered to have an effect between Member States (EU). That thinking is also under discussion.

Tramp vessel services were considered by the industry to have been “immune” from the application of EC competition law. In reality it is now felt that the Commission has always had a duty to ensure that the PRINCIPLES of Articles 81 and 82 (regarding competition) of the EC Treaty were applied to tramp shipping services. In eliminating the block anti-trust exemption for liner shipping and the consequential possibility of uniform pricing and revenue sharing among carriers that goes along with conferences, pools among tramp ship owners have become worrisome. In joining together the pool provides a single price to the customer --- in other words “uniform pricing. This necessitates, or at least implies, revenue sharing, which is seen in the same light as conferences and therefore a “no-no”. (Please excuse the legalese.)

The legal arguments, including different types and structures for pools, will continue, but I think the authors of the Institute of Chartered Shipbrokers report may have spotlighted something very important. “One of the major differences between tramp pools and liner shipping is the mar-

ket power of the customer. In many pools the users are powerful and perhaps the equivalent of supermarkets in the retail sector, who prefer pools to individual multiple services and pricing by very small producers.” Personally I think that argument may well be true in chemicals, lubricants and maybe even vegetable oils. I am not so sure that it works in clean petroleum or smaller crude shipments.

There is a lot more to this issue that could make a good discussion, but what do you think? This is an issue that begs for your input. Remember, this line of reasoning probably will not end in Brussels. The U.S. has been following the EU on many of these competition issues. Therefore keep in mind the political warning - “If you are not at the (discussion/dining) table you will be on the menu.”

MEMBERSHIP NOTES

Please welcome:

Pichop Andropov, Water Taxi Driver, The Crimea

Larry Howard, Prof. GBAT Program SUNY Maritime College, Bronx NY

Richard Lemanski, Sr. VP, Stolt-Nielsen Inc., Norwalk, CT

Jesper Sebbelin, Glomar A/S, Copenhagen, Denmark

Robert Seward, Phoenix Bulk Carriers (US), Middletown, RI

David Siever, OSG Ship Management, New York, NY

Robert Titus, President, Seaford Chartering Services, Tarrytown, NY

Erik Waryas, Student, Southington, CT

Jeff Wimmer, Principal, Fleetweather Ocean Services, Inc, Hopewell Junction, NY

Hope to see you all at the picnic July 19th.

Evan Galanis
Membership Chairman

CMA ANNUAL SUMMER PICNIC

The always popular CMA Annual Summer Picnic will take place Thursday evening, July 19th, 2007 once again at the Stamford Yacht Club.

Thursday, July 19th, 2007

5:30 pm-9:00 pm

Stamford Yacht Club

97 Ocean Drive West, Stamford, CT

<http://www.stamfordyc.com> (for directions)

The CMA will again subsidize the event and we are able to hold the price at \$75 per person for CMA Members and \$80 per person for Non-Members.

The fee includes - 3.5 hours of open bar of domestic draft beer, house wine, juice and soda and a Picnic Menu of:

Domestic Cheeses & Grapes w/Assorted Crackers - Fresh Crudite with Dips - Chips & Salsa - Fresh Garden Salad w/Assorted Dressings - Cole Slaw, Potato Salad, Pasta Salad - Grilled Vegetable Platter - Fried Chicken - BBQ Ribs - Corn on the Cob, Steamed Red Potatoes - Grill Station w/Hamburgers, Cheeseburgers, Hot Dogs & Sweet Italian Sausage w/all the toppings - Cookies - Brownies - Fresh Fruit Platter - Iced Tea - Pink Lemonade – Coffee & Tea

Reservations are required and pre-payments are appreciated - please call Lorraine at +1.203.406.0109 Ext 3717 to reserve.

Checks payable to: "CMA" and mailed to:
Connecticut Maritime Association
One Stamford Landing, Suite 214
62 Southfield Avenue
Stamford, CT 06902

We also accept payments by Visa, MasterCard or American Express – please call to pre-pay by credit card.

Whether you decide to arrive by car or by boat, we hope that you will join us for another fun evening by the Sound on July 19th.

ANNOUNCING THE 3RD ANN. TENNIS TOURNAMENT.....

Once again it's time to think of tennis, as we reprise our very successful CMA Tennis Tournament.

The Third annual CMA Tennis Tournament will take place on Friday, July 27th, 2007 at Sterling Farms in Stamford (a little later this year due to on-going negotiations with the Sterling Farms tennis pro and Johnny's wedding filled month of June!).

As in the past, teams will be doubles teams and we have word that our reigning two-time champions, Tom Pappas and Marty Kontyko are confirmed to defend their title.

The cost for the player package is \$120 per person and includes a light breakfast and our famous Greek Taverna lunch and much more. Play will commence at 8:30 am

Advance team registration and pre-payment is required, so please let me know if you would like to sign-up for this year's event by calling me at +1.203.406.0109 Ext 3717 or by email to: conferences@cmaconnect.com

We also welcome guests for the fabulous lunch and to spectate. Cost for the lunch only is \$60 per person and reservations are required.

For payments: Make checks payable to "CMA" and mail to:

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

For payment by Visa, MasterCard or American Express, please call Lorraine with card details.

We hope to see you on July 27th for another great day of tennis.

TOP STUDENTS HONORED AT SCHOLARSHIP LUNCHEON

By Arundhati Bhat, Vaidehi Bhat, and Sarah Noonan,
CMA Summer Interns

On Wednesday June 27th, the Connecticut Maritime Association held its annual Scholarship Awards Luncheon, honoring local students with scholarships for their interest in Maritime Studies.

The recipients from the Bridgeport Aquaculture High School were Eltwaun Lawrence and Matt Varga. Eltwaun attended BAHS, where his interest in maritime studies began. Although he could not attend the luncheon, he sent his gratitude in a form of a letter, which was read by his mother Sheila. He will continue to pursue his interest in maritime studies as an incoming freshman at the University of Connecticut at Avery Point, where he will be majoring in Environmental and Coastal Science Studies. He was unable to attend the luncheon due to his involvement in Project Oceanology, a work-studies project held at UCONN during the summer, where students familiarize themselves with the marine ecosystem around them.

The second BAHS recipient was Matt Varga. Matt began his interest in maritime studies, as he said, because he lived on the water his whole life. "It would be amazing if I was able to break into this industry," he commented, "because shipping always has a future." Matt will continue his education at the Massachusetts Maritime Academy in the fall, where he will begin a degree in International Maritime Studies.

Jessica Hanafin and Michael Schmidt, two recent college graduates of the Massachusetts Maritime Academy, received scholarships. Hanafin attended the luncheon. She



Award recipients, parents, program coordinators and sponsored interns gather for a picture following the luncheon

was involved in the International Maritime Business Department at Mass Maritime and will shortly begin a job working for New England Controls in Mansfield, MA.

Dr. Larry Howard, Chair of the Global Business and Transportation Department at SUNY Maritime, represented the school's scholarship recipients, none of whom were able to attend but had earlier received their awards at a ceremony hosted at the college. Elena Novikova received a scholarship for having the highest GPA of all SUNY Maritime College undergraduate students eligible for the award. Respectively, Miya Zager received an award for having the second highest undergraduate GPA. Two SUNY Maritime Graduate School students were also awarded: Robert Cannizzaro and Kevin Carroll. Carroll is currently fulfilling active duty for the Coast Guard as a Lieutenant Commander in Norfolk, VA. He earned the highest GPA in the Master of Science International Transportation Management Program by completing his coursework online while on duty! Cannizzaro earned the second highest GPA in the same graduate program and is currently working as a Risk Manager at Hamburg Süd North America, Inc.

The other award winners (also unable to attend) follow:

- Christal Hall and Joshua Purcell, college graduates of Texas A&M University at Galveston
- Jacqueline Auger and Caitlin Kulinski, college graduates of Maine Maritime Academy
- Robyn Bodajla and Michael Fabio, graduate students at Maine Maritime Academy
- Adron Beene and Ryan Ebner, college graduates of California Maritime Academy
- Benjamin Topp and Dianna Bailey, college graduates of Kings Point Academy
- Sam Leiterman and Mario Fernandez, high school graduates of the Sound School in New Haven



Words of encouragement and inspiration from our luncheon speaker, Dr. Clay Maitland, Managing Partner of International Registries, Inc.

FACTOIDS & STUFF

By Donald Frost

Princess Cruise Line has scheduled their new ship, M/S Royal Princess, to make five half-day port calls at New London, CT in September-October 2008. Holland America's M/S MAASDAM will call once in early May 2008 and Hapag-Lloyd's M/S BREMEN will call once at the end of May 2008. This matches 2007's planned seven port calls by cruise ships at New London.

Dredging tops the list of hot topics at all US ports. For those of you who recall the old way the US Army Corps of Engineers handled dredging, funds are no longer appropriated on a national basis with projects prioritized on a regional basis. To eliminate the "me too 'ism" among Congressional districts, now projects all over the country must compete with each other for funding. The return on investment formula that the US Army Corps of Engineers uses now in permitting no longer counts "potential" business. Naturally this denies all ports funds for "deepening" but is especially devastating to secondary or new "satellite" ports which are needed to start "America's Marine Highway" program (a.k.a. – Short Sea Shipping). "Build it and they will come" is a thing of the past. On the other hand, how many port business plans can guarantee cargo traffic accurately 5-10 years ahead (or longer). The lead time today must anticipate delays in getting state and local environmental permits after the Corps has said yes, and the NIMBYs have had their say. Perhaps now you understand why existing U.S port and terminal leases have become so valuable.

Continuing on the dredging issue, let me repeat the highlights of something I wrote in the March 07 Newsletter. The US Harbor Maintenance Tax collects about \$1.3 Billion per year. The US Army Corps of Engineers can only supervise the spending of about \$1.1 Billion in dredging and waterway projects per year. As of last year the HMT Fund had a surplus of \$3.3 Billion and the surplus is growing every year. There are projects that threaten lives and property, some of the scale of hurricane KATRINA, all over the nation that are being ignored. – Why? Let me suggest that the Administration is treating these funds (and portions of the National Highway Trust Fund and, it would seem, Social Security taxes), as regular income and not as committed to specific purposes. Furthermore, a portion of the funds are sequestered so as to make the budget deficit look less

daunting. Of course in the meanwhile lives and property are at risk and our transportation infrastructure crumbles. Not to put too fine a pint on the matter, but until the imposition of the Income Tax (1913) the Federal Government received most of its income from the operation of the nation's ports in the form of tariffs on imported goods. The Federal Government still receives a large share of its revenue from its ports but has chosen to let them languish as 18th and 19th Century artifacts (only partly hyperbole).

Starting in February 2007 US Customs and Border Protection (CBP) started to invoice owners and their agents for overtime services performed by legacy Immigration and Naturalization Service (INS) and US Dept of Agriculture inspections dating back to October 2003. I noted this in earlier Newsletters and if you are an owner you probably are well aware of this issue. What is new is the letter of objection that has been filed with CBP by the National Association of Maritime Organizations (of which CMA is a member). NAMO has complained that CBP has not acted in a professional manner by not informing the industry of its decision to suspend billing overtime until such point as legal counsel could determine the overtime rate. If you think of it, the complaint is the lack of communication that has resulted in disposed or lost records of overtime so that owners/operators/agents are left to accept the government's figures often without any way to pass the costs onward. CMA was asked to vote to approve the letter – we did not but our name is out there. Would any of you have objected if CMA had been an active signatory to that letter?

*Single source vendor:
Spare Parts + Equipment
for foreign built ships*

SCARDANA

FAX: (1) - 450 - 671 - 3898

TEL: (1) - 450 - 465 - 6556

TOLL FREE FAX:

1 - 877 - 228 - 9879

E-mail: service@scardana.com

Web Site:

<http://www.scardana.com>

THE GANG THAT CAN'T SHOOT STRAIGHT

... and other tales of government mismanagement that cost you money and life expectancy

By Don Frost

You have read of my concerns in these pages before about the seemingly eternal bickering between the states of New York and Connecticut over a Dredged Materials Management Plan (DMMP) for Long Island Sound. Notwithstanding the recent EPA brokered agreement to agree, neither state really wants to deal with the issue. Clearly New York has been stonewalling presumably until all of the acceptable water disposal sites in Long Island Sound are closed by virtue of the AMBRO Amendment to the Ocean Dumping Act (a.k.a.- The Marine Protection, Research & Sanctuary Act or MPRSA).

Although the DMMP issue impacts both sides of the Sound, the commercial ports of Connecticut are the most threatened with Bridgeport being perhaps second only to Norwalk in order of immediate economic and environmental consequences. It can be argued, as I have, that Bridgeport's dredging also has a national security aspect that makes it a higher priority, but that is not the point I want to make here.

For many years Turbana Corp. (An Ecuadorian banana grower and shipping company operating under the name NABOA Corp.) has brought small non-container reefer ships into Bridgeport every week. The boxes of bananas are discharged at the old CILCO terminal (now owned by the ILA local) into a temperature-controlled warehouse or directly into refrigerated trailer trucks for delivery to grocery stores from Westchester County, New York to southern Massachusetts, and most of Connecticut.

I am told that over a year ago Turbana advised their Bridgeport terminal managers, the Bridgeport Port Authority and, I assume, the State of Connecticut, that they wished to use bigger ships that would carry all or most of the fruit in containers and expand the economic range of their operations in New England. Naturally, the larger ships would be deeper drafted. Their contract in Bridgeport is up later this year and, as a condition for extending their contract, they wanted to know when or at least a realistic esti-

mate of when dredging would take place and they could start using the larger ships.

Needless to say, no one can give any realistic timetable for dredging or even assure the banana company that Bridgeport will ever be dredged. As a result, I am told that Turbana will pull out of Bridgeport at the end of their current contract. Rumor has it that they will move their operations to Philadelphia which already has a terminal dedicated to fresh fruit. The immediate result will be the loss of (my guess counting the terminal, longshoremen and truckers) 350-450 jobs in Connecticut. Being that Turbana is a large portion of Bridgeport's current ship traffic, some of the economic urgency to dredge Bridgeport will disappear --- the national security argument remains however. Anyway, the Long Island Sound environmentalists seem to have won a great victory. But has the environment really benefited?

Assuming Philadelphia gets the business, next year there will be thousands of additional trucks streaming from and returning to Philadelphia through eastern Pennsylvania, Southern New Jersey, New York's Hudson Valley, and Connecticut spewing out CO2 and particulates (and beating up the roads while burning motor fuel refined from imported oil).

Connecticut's testimony to the U.S. Commission on Ocean Policy in 2002 in favor of repealing the AMBRO, and dozens upon dozens of other statements to support that idea, failed. In fact at a recent meeting representatives of all of Connecticut's Congressional delegation told those in the region that recognize the damage that is being done by sustaining the AMBRO Amendment, that "Congress has no stomach for repealing AMBRO" and the Connecticut delegation feels it is a waste of time to pursue the idea.

Mind you this is the same Congress that is supporting "America's Marine Highway" as a way to remove trucks from the highways. This is the same Congress that sees energy conservation as a national priority so great as to foist ethanol upon us. This is the same Congress that wants to limit emissions of ships, but passed laws to require truckers to use new low sulphur diesel fuel, yet leaves many hundreds of thousands of trucks that can not or will not use the stuff on the highways for decades (n.b. - the idea and the technology is at least twenty years old).

My own parting observation of contradictory action by government is directed at CT's Governor Rell and the State Attorney General, both of whom have attacked the high cost of energy, especially electricity, in Connecticut. They

are also concerned with the flight of manufacturing jobs from the state mostly due to high energy costs. Compare these concerns with their stand on the Broadwater LNG terminal. Do they recognize the contradictions inherent in their positions? Or are they simply pandering to an electorate lead by a media that no longer asks probing questions nor presents all of the relevant information at one time so that citizens can make informed decisions rather than being swayed by emotional rhetoric that is filled with half truths?

I hope I have gotten you riled up enough to write your elected representatives and express your "concern" for the contradictory way Congress and your local legislators are doing or not doing their jobs. Add your own opinions and observations. Don't just shake your head! --- Say something! Thanks to the work of our summer intern, Sarah Noonan, we are printing the names and contact details for many of the legislators in the nearby Tri-State region.

John DeStefano Jr.	Mayor, New Haven	Mailto:rlemley@newhaven.ct.net
Dannel P. Malloy	Mayor, Stamford	Mailto:Baveni@ci.stamford.ct.us
John Fabrizi	Mayor, Bridgeport	Mailto:LazarS0@ci.bridgeport.ct.us
Hon. Richard Moccia	Mayor, Norwalk	Mailto:MPolacik@norwalkct.org
Joseph Lieberman	Senator, CT	http://lieberman.senate.gov/contact
Christopher Dodd	Senator, CT	http://dodd.senate.gov/index.php?q=node/3128&cat=Other
Hillary Clinton	Senator, NY	http://clinton.senate.gov/contact/webform.cfm
Charles E. Schumer	Senator, NY	http://schumer.senate.gov/SchumerWebsite/contact/webform.cfm
Frank R. Lautenberg	Senator, NJ	http://lautenberg.senate.gov/contact/
Robert Menendez	Senator, NJ	http://menendez.senate.gov/contact/contact.cfm
M. Jodi Rell	Governor, CT	Mailto:governor.rell@ct.gov
Eliot Spitzer	Governor, NY	http://161.11.121.121/govemail
Jon Corzine	Governor, NJ	http://www.state.nj.us/governor/govmail.html
J. Christian Bollwage	Mayor, Elizabeth	Mailto:jmalone@elizabethnj.org
Cory A. Booker	Mayor, Newark	http://www.ci.newark.nj.us/City_Government/mayor-cory-booker.aspx
Joe Courtney	CT Rep District 2	http://courtney.house.gov/email
Rosa DeLauro	CT Rep District 3	Mailto:allison.dodge@mail.house.gov
Christopher Shays	CT Rep District 4	http://www.house.gov/shays/contact/index.htm
Steve Rothman	NJ Rep District 9	http://www.house.gov/rothman/contact_steve.htm
Timothy Bishop	NY Rep District 1	http://wwwc.house.gov/timbishop/zipauth.htm
Steve Israel	NY Rep District 2	http://www.house.gov/israel/contact/index.htm
Pete King	NY Rep District 3	Mailto:Pete.King@mail.house.gov
Carolyn McCarthy	NY Rep District 4	http://www.house.gov/writerep/
Gary Ackerman	NY Rep District 5	http://www.house.gov/writerep/
Gregory Meeks	NY Rep District 6	http://www.house.gov/meeks/zipauth.htm
Joseph Crowley	NY Rep District 7	Mailto:write2joecrowley@mail.house.gov
Jerrold Nadler	NY Rep District 8	http://www.house.gov/nadler/emailform.shtml
Anthony Weiner	NY Rep District 9	Mailto:Weiner@mail.house.gov
Edolphus Towns	NY Rep District 10	http://www.house.gov/writerep/
Yvette Clarke	NY Rep District 11	http://www.house.gov/writerep/
Nydia Velazquez	NY Rep District 12	http://www.house.gov/writerep/
Vito Fossella	NY Rep District 13	http://www.house.gov/fossella/Constituent/email/
Carolyn Maloney	NY Rep District 14	http://maloney.house.gov/index.php?option=com_email_form&Itemid=73
Charles Rangel	NY Rep District 15	http://www.house.gov/writerep/
Jose Serrano	NY Rep District 16	Mailto:jserrano@mail.house.gov
Eliot Engel	NY Rep District 17	http://www.house.gov/writerep/
Nita Lowey	NY Rep District 18	http://www.house.gov/lowey/get_address.htm

Notes: Write "Message for the Mayor" in the subject line when e-mailing Mayor Fabrizi
 Include mailing address when writing Eliot Engel to be included as a constituent

2007 CMA REGATTA

Connecticut Maritime Association Third Annual 12 Meter Sailing Regatta Featuring Eight America's Cup Classic 12 Meters

"This yachting event will have to go down as probably the most memorable event in shipping at least in my recollection in the USA. You guys keep out-doing yourselves on each and every event."

—Gerard T. Desmond, Louis-Dreyfus Corporation

On Friday, September 28, 2007 the Connecticut Maritime Association will hold its Third Annual 12 Meter Sailing Regatta.

The CMA has chartered eight America's Cup Twelve Meter Yachts for the 2007 Regatta, three of which, *Weatherly*, *Intrepid* and *Columbia* actually won the America's Cup. The classic America's Cup competitors *Nefertiti*, Ted Turner's *American Eagle*, *Heritage*, *Easterner*, a three-time America's Cup Contender in 1958, 1962 & 1964, and the newer *America II* complete this fleet of beautifully restored yachts.

Yacht

American Eagle	Built 1964
Intrepid	Built 1967
Nefertiti	Built 1962
Heritage	Built 1970
Weatherly	Built 1958
Easterner	Built 1958
Columbia	Built 1958
America II	Built 1984

Each yacht will have eight CMA crew members, plus two from each of the yacht's joint sponsors and two crew and a skipper provided by the owners. We have reservations on the majority of the yacht sponsorships, many sponsors returning from 2006, but please contact us if you are interested and we will fill in the gaps.

The Event

The CMA Regatta will commence at 11:00 hrs from the Indian Harbor Yacht Club in Greenwich, CT. Launches will deliver yacht crews to their respective yachts where they will enjoy lunch aboard and a brief strategy and sailing dis-

cussion. Races will begin promptly at 13:00 hrs. A series of handicapped races will get underway, pitting these eight fine racing yachts and their respective captains and crew against one another. Racing will end at 17:00 hrs, where launches will return the guests to the Indian Harbor Yacht Club for a cocktail reception followed by dinner and the trophy presentation. This year the Intrepid Shipping and Clipper Bulk sponsored *Intrepid* will be defending its 2006 victory and the "Kulukundis Cup".

Spectators will be able to watch the racing up close aboard a 117' luxury yacht, where lunch and cocktails will be served as a string quartet serenades guests. Race commentary will be broadcast from the spectator yacht via VHF by the "voice of the CMA", Norman Webster.

For sponsorship opportunities of any sort or to sponsor a yacht, crew, reserve places on the spectator yacht or at the Reception and Dinner, please contact Lorraine Parsons at the CMA at +1.203.406.0109 ext 3717.

We hope you will join us at what has become the CMA's premier annual social event.

UP COMING EVENTS

JULY 2007

Thursday, July 19

CMA Annual Summer Picnic

5:30 pm-9:00 pm

Stamford Yacht Club

97 Ocean Drive West, Stamford, CT

Friday, July 27

3rd Annual CMA Tennis Tournament

Play starts at 8:30 am

Venue: Sterling Farms, Stamford, CT

NO CMA EVENTS IN AUGUST

For a full calendar of upcoming CMA Events and more information, please go to the Events page at <http://www.cmaconnect.com>

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 \$200.

Candidates seeking employment must be a CMA member at a rate of \$50 per year or \$25 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: Maritime Manager seeking a position in a team environment. Skills in liner service management, operations and some chartering. Leader with a strong ability to multi task expertly and efficiently. Heavily experienced in containers and breakbulk cargoes. Offering diversity, flexibility and an outgoing personality with a "make it happen" attitude." Contact: Kim Dailey at 203-241-0388 or by email: kdailey44@earthlink.net (S6-11)

Candidate 3: Merchant marine deck officer with 35 years experience, mostly overseas. Looking for shore job in Fairfield or Westchester. Strong leadership and team player. My experience includes 30 years as master of vessels between 100 and 200 feet. Please contact by email: sailor1278@yahoo.com (S6-11)

Candidate 4: Operations / Commercial Manager
Operations / Commercial Manager with 25 years of experience seeks position with a recognized maritime shipping company. Preference would be to be located in the tri-state area; but willing to consider a wider range. My strength lies in the areas of operational and commercial contracts and the management of those contracts. I possess strong leadership in a team environment. Highly motivated to work long hours as required. I also have 6 years of "EX-Pat experience in south east Asia. Am willing to relocate/travel if necessary. Ability to write and make presentations in an articulate manner. I have an outgoing personality and can multitask as required. Telephone: (201-251-4757
Cell: (973)-204 2668, E-Mail: Streaz@aol.com (S7-04)

Candidate 5: Entry level position

Candidate with Masters Degree, seeking position in the transportation, supply chain management, business logistics or insurance industries
Candidate has a Masters Degree in International Transportation Management from SUNY Maritime College. Candidate is seeking an entry level position with maritime company in order to apply graduate studies to business scenarios. Candidate earned exemplary grades in the following courses: transportation management, transportation planning, information technology systems, port & terminal security, dry & wet bulk vessel operations, transportation economics and advanced charter parties. Candidate has certificates in: VSO/CSO/FSO, Anti-Terrorism Level 1, Bio/Chem/Radio Training, and Association of Ship Brokers and Agents [USA] and SUNY Maritime joint chartering certificate.
Candidate is located in New York City, but is willing to relocate to other regions of the country, or abroad.

Contact: Walter A. Nelson

Telephone: +1 718.863.0165 [email preferred]

E-Mail: WalterNelsonEmail@Gmail.com

Notes: SUNY Maritime - Graduate-2007

Georgetown Univ - Class of 2003

(S7-04)

HELP WANTED

NOTE: two months of running your ad in this newsletter costs companies only \$200 - and it has proven to be THE place to be seen and answered.

Position A: 2 positions located in Jacksonville, FL and 2 positions located in Seattle, WA

ABOUT US:

Crowley Maritime Corporation provides diversified transportation services in domestic and international markets by means of four operating lines of business: Liner Services; Ship Assist and Escort Services; Petroleum and Chemical Distribution and Transportation Services; and Energy and Marine Services.

We are primarily a family and employee owned company that was founded over 100 years ago. Crowley encourages its employees to grow and develop within the company and believes its diversified employees contribute tremendously to our success.

JOB DESCRIPTION:

Working under the direction of senior engineering personnel, this entry-level management position will prepare the employee for a shoreside engineering position within Crowley. The Assistant Port Engineer will work with and become knowledgeable with in-house and third party inspections, repairs, maintenance, record keeping, company ISO policy, Vessel Operating Manual, new construction and modifications of existing vessels, vessel and system designs, as well as ABS rules and guidelines. Will involve travel to multiple locations and extended stays out of home loca-

tion. This person will assist with the development of budgets and schedules, contractor selection, quality assurance, contract management, interfacing with regulatory agencies, design groups and shipyards. Will assist in the development of specifications and bid packages, participate in the evaluation of bid packages and monitor repairs or new construction actions when carrying out repair activity. At the completion of this program, the person will be placed in one of the Company Operating Units as Port Engineer. Independent decision making authority within established guidelines.

REQUIRED EDUCATION & EXPERIENCE:

B.S. Degree in Marine Engineering preferred or equivalent experience in shipyard or related maritime fields.

Must have Intermediate skills with MS Excel/Word. Works outside in conditions of both hot and cold temperatures as well as inside in an office environment. Must be able to crouch and stoop to get into areas with restricted headroom, to climb ladders and to lift and carry 50-75 lbs. Exposed to odors, dust, dirt, mechanical hazards, chemical hazards, high noise levels and potentially hazardous equipment. Long hours, short notice travel, weekend duties and 24-hour "on-call" status are essential job requirements.

COMPENSATION & BENEFITS:

We offer a competitive salary and benefits package including: Medical, Dental, Prescription, and vision insurance.

Other benefits include:

- Flexible spending accounts (FSA)
- 401k
- Tuition assistance
- Employee Assistance Program
- Group Life Insurance
- Short-term and Long-term Disability Coverage
- Paid Vacation, Sick, and Holiday time
- Employee activity, wellness programs, and discounts.

Crowley is an Equal Opportunity Employer. For details please go to www.Crowley.com.

Crowley Maritime Corporation

Tel: 904-805-1631

E-Mail: resumes@crowley.com

(HW05-07)

Position C: TFS Freight

TFS Freight is the dry bulk freight division of interdealer broker Tradition Financial Services (TFS). The Company is a subsidiary of Compagnie Financiere Tradition (CFT), the world's third largest interdealer broker for over-the-counter financial instruments with a presence in 20 countries.

If you are looking for a new and exciting challenge with a market leader such as TFS, and have the ambition / skills and team spirit to grow with us, we want to hear from you for the following available position:

Dry Cargo Handymax / Panamax Broker – Stamford, CT USA

Applicants are requested to submit a resume / CV to:

mharden@tfsfreight.com

All applicants will be treated in the strictest of confidence. (HW07-07)

Position D: Operations Coordinator

Moran Towing Corporation, a major corporate provider of maritime services headquartered in New Canaan, CT has an Operations Coordinator position immediately available in the company's Dry Cargo, Bulk Barge Operating Division.

Responsibilities include: Daily operations of the company's ocean and inland barges, including contract administration, cargo operations, sales and marketing, employee supervision and coordination with other operating divisions within the company. The successful candidate will be an integral part of a team working within Moran's Transportation Division.

Qualifications include: B.A. or B.S. degree in a related field; formal maritime background and a general knowledge of tug/barge industry standards; proficiency in MS Office; excellent communication and organization skills; and demonstrated ability to effectively work independently and as a team player. Previous supervisory experience is an asset.

Moran Towing Corporation is an EOE

Contact: Kathy Solomon, Director of Human Resources

Telephone: 203.442.2882

Fax: 203.442.2840

E-Mail: kathy.solomon@morantug.com

Notes: Qualified, interested candidates should e-mail a cover letter and resumé (HW06-07)

Position E: Marine Personnel Manager

USS Vessel Management has a position opening for Marine Personnel Manager at its office headquarters in Edison, NJ. This position manages the proper and safe manning of company vessels including recruitment, liaison with maritime unions and assessment of current and future manning requirements, turnover and training needs for shipboard personnel. Responsible for compliance with company policies and procedural guidelines relative to personnel matters involving: crewing vessels, training, medical response, injuries/illnesses and resulting claims, performance evaluations and disciplinary actions.

Duties and responsibilities include, but are not limited to the following:

- * Ensure vessels are manned by qualified, medically fit and properly trained personnel in accordance with flag state manning requirements and company manning policies.
- * Review Senior and Junior Officer staffing for potential shortfalls. Motivate senior and junior officers to upgrade licenses and pursue advancement. Track vessel personnel retention and turnover rates. Assess current and future requirements based upon anticipated turnover and growth. Provide for succession planning by ensuring that qualifications and per-

formance of licensed officers are reviewed and each rating as sufficient depth to provide for future advancement. Recruit from outside, position shortfalls that cannot be filled from within.

- * Correspond with Maritime Unions and vessel Masters in all personnel matters. Council Masters on Union Contract interpretations and in the proper handling of personnel matters.
- * Pre-approve and authorize all personnel assignments. Compile employment history, training, and performance evaluations and make recommendations for promotions.
- * Manage shipboard personnel training programs and conferences. Approve attendees for designated training and/or conferences and review all associated costs consistent with budget.
- * Prepare and manage annual vessel personnel wage, benefit, and training cost budgets

We offer a competitive salary and comprehensive benefits package.

Company: USS Vessel Management LLC, Attn: R. W. Marquardt

USS Vessel Management LLC, P.O. Box 2945, Edison, NJ 08818

fax: (732) 635-1918, E-Mail: rmarquardt@usslp.com

Notes: Qualified candidates please submit resume (HW06-07)

Position F: Marine Operations Coordinator

Challenging opportunity with Louis Dreyfus in the Ocean Freight Department of our international commodity trading and shipping firm. In this stimulating role, individual will assist in the coordination of assigned time charter vessel operations, including cargo, bunker and voyage coordination and will serve as a liaison both internally and externally to resolve any claims that arise during the execution of a voyage or time charter.

REQUIREMENTS:

- * Candidates must have either a Bachelor's degree in a related field such as Marine Transportation with one to three years of experience on a dry bulk carrier with knowledge of interpreting time and voyage charter parties or less than one year experience coupled with a Bachelor's degree from a Maritime Academy
- * Demonstrated knowledge of Handy and Panamax dry bulk carrier capabilities used to coordinate and plan voyage, cargo and bunker operations
- * Proven understanding of global geography as applies to ocean voyages and shipping routes; operations including the ability to capitalize on a vessel's maximum capacity for a voyage
- * Understanding of how laytime affects overall voyage performance and profit and loss
- * Candidates must also possess a basic knowledge of economic principles and accounting practices
- * Strong oral and written communication and analytical skills are also required
- * Third Mate unlimited USCG license is preferred and knowledge of ocean freight demurrage/dispatch concepts is a plus

TO APPLY: Apply online on the Career Opportunities/Employment Information page on our website: WWW.LOUISDREYFUS.COM.

(HW06-07)

Position G: Senior Sales Executive – based Miami

We need a dynamic, keenly motivated and experienced Sales Executive based in Miami to sell our company's products and services in an assigned territory.

Your job will be to maximise sales productivity, manage weekly forward order revenue, manage monthly targets, optimise profitable business from existing accounts and expand new customer bases, and communicate regularly and effectively with the London office.

To be successful in this role, you must have a proven track record of at least 3 years in a business to business sales environment, including experience with Field Sales, and have an excellent telephone manner, the ability to communicate well at all levels together with the ability to prioritise and plan work in a well-organised manner. You must also speak fluent English. Knowledge of the shipping industry will be an advantage but is not essential.

Interested applicants should apply to patricia.finch@lrfairplay.com with their CV and covering letter stating salary expectations.

Interviews will be carried out in Miami and possibly New York and the successful applicant will be employed on a local contract. To find out more about us, visit our web-site www.lrfairplay.com. (HW06-07)

Position H: Marine Technical Representative

Contact: John O'Connor

Company: International Marine Consultants

Address: The Devon Energy Center

1200 Smith Street, Suite 1600, Houston, TX 77062

E-mail: employment@IMCmarine.com

Website: www.IMCmarine.com

Notes: Candidates should e-mail a detailed resume and cover letter which explains their interest in the advertised position and their career goals. Candidates meeting the minimum requirements will be contacted for an interview. Only U.S. Citizens or Green Card holders will be considered.

Title: Marine Technical Representative

Position: Full Time – Salary with Medical, Dental, Prescription and 401k Plan.

Description: The Marine Technical Representative (MTR) position requires a disciplined, self motivated, problem solving team member with exceptional verbal and written skills. Reporting to the Manager of Gulf Coast Operations, the MTR is responsible for attending tank vessels and monitoring operations to insure compliance with client requirements, including but not limited to; Pollution Prevention Practices, Safety

Monitoring, Condition Surveys, Vessel Performance Reviews, Petroleum Loss Control, Cargo Blending and Expediting. For each vessel attended the MTR is required to generate a comprehensive technical report conforming to each client's specific requirements. Following a pre-defined training period the MTR will also be responsible for communicating directly with clients via telephone, e-mail and other forms of electronic communication.

Minimum Requirements for the Position:

1. Merchant Mariner's License as Master or Chief Officer (Unlimited Tonnage).
2. Minimum three (3) years experience as licensed officer on tank vessels.
3. Minimum one (1) year experience as senior officer on tank vessels.
4. Valid Driver's License.
5. Computer / Software proficiency, including but not limited to Outlook, Word and Excel.

Additional Qualifications:

The following will be considered a plus for any candidate applying for the position –

- Experience as a Marine Surveyor, Loss Control Specialist or Cargo Claims Investigator.
- Experience with product tankers and / or marine terminal operations.
- ISM Auditor / Lead Auditor Certification.
- SIRE / CDI Vetting Inspector Credentials.

Work Location: Houston based, with work at various US Gulf Coast Ports. Some limited travel to US East Coast and Foreign Ports.

(HW07-07)

Position I: Vice President Commercial Operations

f/t, Annapolis, MD, chartering company seeks Vice President Commercial Operations, Latin America to develop new and service chartering company's existing Latin American (LA) accounts in the dry, bulk and breakbulk cargo markets and related commodity brokering. Responsibilities include circulating cargoes, offering ships appropriate to the cargo, fixing cargoes, negotiating charter party contract to confirmed recap, perform post fixture work (invoicing, coordinate ETAs, manage laytime including local port arrangements and stevedoring including instruction and supervision of loading or discharge of steel pipes in Venezuelan, Mexican and US seaports. Ensure compliance with applicable import/export, maritime, environmental and port regulations. Work closely with and on behalf of LA clients to manage efficient serviced account cargo delivery, loading and discharge. operations and post fixture work, to maximize efficiency. Reviews Bill of Lading, settles damages and invoices costs and commissions. Travels extensively (up to 30 %) to conduct local account negotiations and to locally supervise cargo operations in Latin and Central American seaports. Requirements: Seven or more years of experience as dry, bulk or breakbulk cargo chartering manager and broker including experience negotiating and drafting charter party contracts; minimum of

seven years of experience shipping steel pipes, including in depth knowledge of Steel Pipe specs, cargoes, coatings, vessel suitability and pipe handling and stowing requirements; general knowledge of Latin America, its imports and exports and seaports; specific knowledge of the Venezuelan and Mexican seaports; willingness to travel up to 30 % of the time. Must be authorized to accept permanent employment in the US. Competitive wage.

Fax: 410-216-6021

E-Mail: fix@domechartering.com

Notes: Resume with cover letter and salary expectation attention CH

(HW05-07)

Position J: Corporate Reporting Senior (New York, NY)

Oversee the Oracle General ledger system and subledgers on a functional level, including database administration. Define reporting requirements and assist in the definition and creation of possible technology solutions and implement such solutions. Assist with preparation of 10-Qs, 10-Ks, accounting research, and drafting of white papers. Qualifications: Bachelor's degree in Accounting, CPA Preferred. Background experience in marine transportation preferred. Proficient in Oracle Accounting Software, database administration and report writing. 3-5 years experience working in Public Accounting or equivalent. Strong interpersonal, communication and project management skills.

To apply for this position and/or view additional career opportunities please visit <http://www.osg.com/jobs.asp>

(HW07-07)

Position K: Staff Accountant (New York, NY)

Responsibility for the accounting for various vessel and administrative companies on a monthly basis. Financial analysis (actual vs budget and/or forecast). Assistance with the preparation of support underlying Form 10Q/10K. Support for the forecast and budget processes (gathering and inputting of data). Preparation of governmental reports on a quarterly and annual basis; some of which require both a balance sheet and profit/loss items. Qualifications: Bachelor's degree in Accounting, CPA Preferred.

To apply for this position and/or view additional career opportunities please visit <http://www.osg.com/jobs.asp>

(HW07-07)