In the last few weeks I seem to have heard various versions of the statement “what a small world we live in”, and it has mostly been in relation to members of our maritime community who are either looking for employment or recounting how they originally found a job – myself included back in the ‘80’s.

I know that I have touched on this subject in the past, but recently it has really been brought home to me just how influential our own CMA internship program has been, giving new entrants to the employment market a much wider exposure than they otherwise would have had – especially if they have not attended a maritime college with its ready made alumni system that is so effective.
In these days of intense, worldwide, job competition, there is no doubt that everyone needs any edge they can get, and where better than an internship with a maritime related company? And let’s not forget - where better for companies to recruit than amongst those who already have had active commercial experience?

But internships are obviously out there for the younger applicants in the industry...in very recent times, a greater number of older members of our industry have, through no fault of their own, often found themselves involuntarily thrust back in the job market.

How do they cope? It must be, I believe, one of the most stressful times of anyone’s life.

But this is where the “small world” also has an immeasurable influence – a world which seems to me to be similar to a series of overlapping circles, where someone knows someone who knows someone!

Once again this is where the CMA helps, not only our social networking, but our Newsletter Job Mart could be described as a large circle. It crosses over many of the interlocking parts of our industry, and it has become one of the first places where companies go to fill their employment needs.

Ian Workman
President

The May luncheon featured Peter Keller, Executive VP, TOTE Inc. TOTE has two Jones Act services – the first, under the name TOTEM, runs two very large ROLL ON/ROLL OFF (RO/RO) vessels between Washington State and Alaska. The second, known as Sea Star Line, services Puerto Rico from Jacksonville. Mr. Keller’s presentation “Maritime LNG, The Future is Now” came about five weeks after the launch of the first of two LNG fueled 3,100 TEU container ships they have ordered from NASSCO San Diego.

The LNG fuel supply chain was acknowledged to be one of the biggest challenges. They have ordered a new 2,200 cubic meter capacity LNG bunker barge at Conrad Shipyard in Orange, Texas. You probably have seen an artist’s rendering of the unit in one or more of the shipping publications. Initially they expect to use the barge to fuel their Alaska ROROs which will be re-engined to burn LNG.
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Later they will relocate the barge to Jacksonville. The plans for both services are exciting and we expect to publish more on them as details are firm up (rumors suggest that those mentioned at the luncheon may have to be altered).

By now those of our members who work or live in Connecticut have read about the recent passing of the State’s new $40.3 Billion budget that will raise taxes on corporations and Connecticut’s wealthiest earners. The most threatening aspect is the imposition of a “unitary tax” (taxing the world wide earnings of companies, not just the earnings in Connecticut). Some of the State’s largest employers (GE, Aetna and Travelers) are threatening to leave the state. I have also heard similar ideas from smaller companies including those engaged in aspects of shipping.

The new taxes are meant to fund Governor Malloy’s plans to rebuild and expand Connecticut’s transportation infrastructure – a $100 Billion 10 year plan. Curiously the legislature left out a “lock box” provision in the original bill that would have prevented diversion of the infrastructure money to other projects. Apparently nothing was learned from the legislature’s diversion of about $29 million previously meant for dredging Bridgeport, New Haven and New London to help create more traffic at those ports, to dredge a number of small and medium sized recreational and tourist harbors. That pleased boaters and restaurateurs, but did not create any long term jobs. (“A government that robs Peter to pay Paul can always depend on the support of Paul”--- George Bernard Shaw)

The Connecticut Ports Authority (CPA), created in May of 2014, was to start in October this year. A Bill that would advance the startup date to July and clarify some aspects of the organization’s structure was introduced in the 2015 legislative session just ended. Sadly it may have made things worse. The CPA’s original mission was planning and marketing of the state’s sea ports. I have not seen the final wording, but in trying to make things better, the legislature may have doomed it to failure. (Not an unprecedented outcome.)

I attended the Fort Schuyler Admiral’s Gala Dinner and Scholarship dinner in May. Aside from seeing a lot of old friends I had the opportunity to have a brief chat with the Maritime Administrator, Chip Jaenichen, about progress on plans for a new training ship --- for SUNY as well as the other state schools. Apparently the plans are quite
advanced. Just now the questions are (a) what it will cost and (b) how much Congress will actually allocate. Cost estimates I hear run from $200 million to $300 million, but Chip thought that getting more than $100-120 million from Congress will be a struggle.

The HERMIONE is coming! This was Gilbert du Motier, the Marquis de Lafayette (1757-1834)’s vessel. As you may recall, Lafayette played a pivotal role in the founding of the United States. An exact replica of the vessel was recently completed and she is now on route to New York City for our Fourth of July celebrations. The vessel is the largest and most authentically built Tall Ship built in the last 150 years. You might want to visit the vessel and give thanks for the Marquis’ support of our fledgling nation.

About six months ago we told you that the CMA Board came up with an idea to extend our education outreach by funding (airfare etc) a Chinese intern from the Shanghai Maritime University. The University ran a contest, and we now know the student’s name and when he will arrive. Charles R. Weber will host him for the first week or two. After that we are seeking other hosts. We will publish his bio and dates next month.

–Donald (Don) Frost

Membership Notes

Please welcome our new members. Applications received during May are often scarce but usually pick up as we approach the summer picnic and lobster bake.

Matthew J Cleary, Manager - Safety & Quality, Maersk Line, Limited, Norfolk, VA
Ms. Rebecca Mary Grimes, Vessel Manager, Penfield Marine, Southport, CT
Peter William Link, Attorney - Marine Engineer, Stamford, CT
Ms. Olga Papaeconomou, Student, SUNY Maritime College, Darien, CT
Jeff Qualman, Chartering Manager, Swire Bulk, San Rafael, CA
James Robinson, Vice President, Robinson & Son LLC, Hudson Falls, NY
Rodney J Van Deusen, Senior Consultant, GZA GeoEnvironmental, Fairfield, CT
Raymond Timothy Waid, Attorney, Liskow & Lewis A PLC, New Orleans, LA

Welcome aboard..
Brian Robinson, Membership Chair
Dear CMA Member:

On behalf of AmCham Gibraltar (Gibraltar – American Chamber of Commerce), we are pleased to invite you to take part in the Trade Mission to Gibraltar on June 21-23 2015. The Trade Mission will offer matchmaking services for North American organizations to partner with local companies, as well as regulatory entities to discuss joint-venture opportunities.

Gibraltar enjoys a privileged position dominating one of the busiest maritime choke points in the world. The Straits of Gibraltar are at the crossroads for east-west and north-south shipping lanes. Gibraltar is a specialized port, which has always enjoyed a great reputation for providing bunkers as well as wider services to shipping in an exemplary manner. This reputation is being reinforced and independently acknowledged by international associations, for example IBIA (International Bunker Industry Association). The management and regulatory framework of the bunker supply chain is being internationally held up as an example of best practice in this field. In addition, the success of our bunkering activity has led to Gibraltar developing as a one-stop shop offering calling vessels the chance to carry out any required service. Among the full range of services on offer, the possibility of carrying out crew changes taking advantage of the close proximity of Gibraltar Airport, stands out. Similarly Gibraltar has a fully operational ship repair yard, with three dry-docks within the harbor, able to accommodate large vessels. Other services include delivery of lubricants, spares, provisions, slops discharge among many other husbandry services on offer via our experienced agents. With a minimum of deviation from the main shipping lanes, vessels can take advantage of Gibraltar’s top quality services in various key sectors.

At the event you will have the exclusive opportunity to visit the facilities of the Port and meet directly with the political decision-makers in Gibraltar. By attending the Trade Mission you will meet with the Captain of the Port Bob Sanguinetti and the Maritime Administration, with whom you can begin discussions on developing specific incentives designed to encourage a higher utilization of the Port of Gibraltar as appropriate for your business.

All expenses during this trade mission will be covered by the kind generosity of our corporate sponsors including meals, briefing seminars, matchmaking services, and local transportation. Special hotel prices will be secured for participants. For more information on the successes of the first Trade Mission last year please see: http://www.amcham.gi/entry/gib and http://www.amcham.gi/entry/trade-mission-may-2014-us-companies-in-gibraltar. Please do not hesitate to contact us at info@amcham.gi if you need any more information. We look forward to a positive confirmation.

Yours Faithfully,
James Lasry President, AmCham Gibraltar

Info@amcham.gi - Tel: +350.5401.3244 - www.amcham.gi - www.facebook.com/gibamcham
The always popular CMA Annual Summer Picnic will take place Thursday evening, July 16th, 2015 once again at the Stamford Yacht Club. As the lobster bake proved so popular the past few years we are repeating it this year also.

Thursday, July 16th, 2015
5:30 pm-9:00 pm

Stamford Yacht Club
97 Ocean Drive West
Stamford, CT
http://www.stamfordyc.com (for directions)

The Lobster Bake obviously costs us a lot more, but the CMA will once again subsidize the event and we are able to continue to do so, with a price of $85 per person for CMA Members.

For Non-Members the cost will be $160 per person, which will include a one-year membership to the CMA (a $75 value)

The fee includes - 3.5 hours of open bar of Heineken, 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 – New England Clam Chowder – Steamers w/Drawn Butter - Fresh Garden Salad w/Assorted Dressings - Cole Slaw - Potato Salad - Pasta Salad - Grilled Vegetable Platter - 1.25lb Lobster per guest - Fried Chicken - BBQ Ribs - Corn on the Cob - Steamed Red Potatoes – Cookies - Brownies - Fresh Fruit Platter - Iced Tea - Pink Lemonade – Coffee & Tea

And new this year for those that don't want to crack a lobster, lobster rolls!

Reservations are required (very important to ensure we have enough lobsters for all!) and pre-payments are required - please call Anne at +1.203.406.0109 Ext 3725 or Lorraine at Ext 3717 to reserve.

Checks payable to: "CMA" and mail 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 or email 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 16th for always one of our most well attended events.

Photos courtesy of Gail Karlshoej
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SCENES FROM THE MAY 21 SPEAKER LUNCH
Presentation by Peter I. Keller, Executive Vice President of TOTE – Thank you Peter!

Photos courtesy of Gail Karlshoej
REPORT FROM THE LINKS....

The CMA Spring Golf Outing was held on Monday, May 18th at Sterling Farms Golf Course in Stamford. It didn’t rain, the sun didn’t shine, but no-one complained – it’s Golf, it’s Spring, it’s all good!!!

A full-house of 144 players turned out for a great day of camaraderie and excellent golfing, followed by dinner and much prize-giving.

This year we again played “simple scramble/best ball” format and offered a trophy to the Champions, “The Graydon Michael Webster Cup”.

We had some new top-placed teams this year! The three top placed teams were:

Third Place : Diamond S. Shipping #2 (led by Ben Terra)
Second Place: International Paint (led by Larry Klar)
First Place : Ultrabulk (led by Axel Ditlev-Simonsen and joined by Mark Hanna, Travis Meadows and James Bryant).

Congratulations to Axel, Mark, Travis and James on producing a great score of 62. Enjoy your one-year stewardship of the trophy and we look forward to your defense of it next year!

Thank you to all our golfers and dinner guests.

Thank you to our generous hole sponsors:
DoJo Marine Trading
Becker Marine Systems USA
Inchcape Shipping Services
Marine Money International
McAllister Towing & Transportation
Moran Shipping Agencies
MTI Network (USA)
Northern Shipping Funds
Q88 LLC
Randive, Inc.

And special thanks to Randive for sponsorship of the golf towel gifts at check-in and Inchcape Shipping Services for their sponsorship contribution to the beverage carts that served the golfers all afternoon with drinks and snacks!

See you on the green next year!

TRAGEDIES AT SEA – THE NUMBERS MOUNT

By Donald Frost

In 2014, driven mainly by the Syrian civil war, 207,000 migrants crossed the Mediterranean from Africa to Europe. The number seeking a safer and better life continues to grow and reports like those we chronicled last month keep growing. The migration issue itself, even without the lost lives, is tragic. It seems that the only heroes so far are our seafarers.

Recent postings in the blogosphere speak of 5,000 migrants trying to reach Europe being saved from boats in distress in the Mediterranean in just one weekend, and matched by tallies of corpses found in those boats that actually reached Italy or the nearby islands.

CMA member companies are engaged in many of the operations. Needless to say, we in the shipping industry are very proud of our seafarers’ efforts. However, recounting the heroic efforts by naval and merchant vessels during rescue operations in the Mediterranean, Andaman and South China Seas as well as the Indian Ocean might make us proud of the mariners, but the migrants keep coming and dying. The European Union has yet to agree on a broad plan to deal with the influx due to a dispute over national quotas and the South Asian countries of Myanmar, Thailand, Cambodia continue to struggle with their own problems.

This is clearly a humanitarian problem, but the solutions are political. Nonetheless the words of the Navy Hymn continue to haunt. “Eternal Father strong to save ... those in peril on the sea.” Amen.
My main anxiety was the weather which, up to D-day minus one, had been excellent, but that evening it blew so hard that we were steering the wrong course. His anxiety was so much that I felt bound to point out to the senior officer of the escort, who had by now become Commodore Bill Agnew with his squadron of cruisers. The weather was hazy with the coast hardly visible, and he replied that they had checked our position by D/F several times, and I need not worry. But my Master was still not satisfied.

We were looking for a buoy marking the end of the channel which we suddenly sighted on the wrong bow. We immediately turned the convoy in the right direction and this is when the ship I have mentioned previously cut the mine adrift. It was what I would call a serious Near Miss and I think perhaps my Master deserves a medal.

Final Approach to Cape Passero, Sicily
It was a wonderful sight seeing hundreds of ships all different shapes and sizes approaching their landing places. The first signal I made when “Hilary”, our headquarters ship was sighted, was to General Symonds, commanding the Canadian troops expressing my regrets at the loss of so many of his men when “Davis” was sunk. I think he made a fine reply saying, “You can’t make an omelet without breaking eggs” which appealed to me very much.

I might also mention that a few days before the Landing the O.C. onboard asked me to give a pep talk to the troops, giving them an account of my experiences at ANZAC and ramming home the possibility of their suffering heavy casualties. This must have seemed odd to them afterwards when we landed on our beaches practically unopposed.

My main anxiety was the weather which, up to D-day minus one, had been excellent, but that evening it blew so hard that although we were only a 9 knot convoy the sea was breaking over the foxle. It improved later but it may have had something to do with the lack of opposition. I spoke to Andrew (ed: Admiral Cunningham) later on, saying it must have been hard not to decide to postpone the Landing, but he said it was the only thing to do. This was typical of him and, except I think in one case, all the Landings in Sicily were a great success.

Sicily Experiences
Our Landing was really an anti climax. My ships took up their positions at daylight without difficulty, and as far as I know, there were few casualties on the beaches. This reentry into Europe without enemy interference came as a great surprise and I believe no great difficulties were experienced at the other landings except, in one case, where most unfortunately gliders were dropped inadvertently into the sea.

As the day advanced enemy aircraft appeared over our beaches, but I do not remember them causing a delay in the landing of the Canadians or their supplies. Towards evening however, air raids increased with reports that larger numbers of aircraft were on their way and Philip Vian urged me to sail with the convoy as soon as possible. I held on hoping to complete the unloading of all ships until I received one of his abrupt signals, just two words, “Sail Immediately”, which needless to say I obeyed without further delay. We arrived at Tripoli safely the following day.

Another good example of Philip’s short but effective signals, although I quote it out of context, was told me later by one of my “Sussex” midshipmen named Murdock, who I met as a thoroughly efficient Escort Commander. When congratulating him on his good work he said, “Well, Sir I was brought up as a Sub-Lieutenant by Philip Vian in “Cossack”, adding incidentally that he had just been escorting his squadron of Aircraft Carriers. When joining up he said I was naturally on my toes and having signaled my intention to take up a certain position on the screen received a reply from his flagship “Get there quickly”. Philip never wasted words as anyone can see who reads his book “Action This Day”, written in what I think very good English and so modestly about himself always thinking he might have done better.

Future Movements
After Sicily had been occupied I remained in the Mediterranean for some months taking convoys to various places based mainly at Malta and Algiers. Before leaving the subject of Sicily it may be interesting to mention that Andrew Cunningham thought we were slow in following up our victory and crossing the Straits of Messina so that so many Germans got away. I know that an American historian has criticized him for remembering the difficulties we experienced when trying to force the Dardanelles, but I do not believe these ever crossed his mind.

I do know that he carried out a personal reconnaissance of the Straits with General Eisenhower onboard a Destroyer some days before we actually crossed and he never mentioned any difficulties to me. There was a suggestion after Sicily that I should become Rear-Admiral Sicily, which would have been a fine appointment, but I was not surprised when Admiral Mcgrigor, who had been 1st Sea Lord was appointed.
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 $75 per year or $35 per year for students.

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

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

SITUATIONS WANTED

Candidate 1: Experienced HR Manager
Top Recruiter / HR Manager for international shipping company seeks US positions.
Doing similar:
• 12 years recruiting, sourcing, headhunting, testing successfully;
• Manger staff of 12, interface with offices in Germany and Cyprus;
• Holds MBA, Marine Engineering degree;
• Fluent in speaking and writing English, French, Russian and Ukrainian;
• Strong communication and strategic planning skills;
• Excellent PC skills;
Holds Green Card and relocate immediately, willing to negotiate.
Contacts: Sergiy Bilyy
Email: sergiybilyy@yahoo.com
Cell: 929-7770257
(S14-01)

Candidate 2: Recent graduate looking for entry-level position
Seeking entry-level position in operations, chartering, law, insurance, market research or demurrage. I recently graduated Brooklyn Law School and attended SUNY Maritime College where I received a BS in Marine Transportation.
While at Maritime I gained extensive experience as an intern at a marine insurance broker and cadet shipping with Military Sealift Command. Further, while in law school, I was an intern at a law firm, court, regulatory agency, administrative agency and asset management firm.
Resume available upon request. Willing to travel within Connecticut and New York. Willing to relocate along Gulf Coast.
Contact: Kevin Albertson
Cell: (516) 784-2309
E-Mail: kevin.albe@gmail.com
(S14-10)

Candidate 3: Seasoned Maritime Professional with over thirty years of commercial experience seeking new opportunities.
Extensive expertise and experience in:
Breakbulk Chartering:
• Forest Products
• Steel
• Project Cargo
• Bulk Commodities
• Previous Positions Held:
• Owner’s Representative
• Commercial Manager
• General Traffic Manager
• Trade Manager
Achievements
• Identified and developed trade lanes to suit both owners’ and clients’ needs.
• Continuously exhibited awareness and adaptability in anticipating and satisfying clients’ needs.
Education
• Currently in pursuit of certification by the Society of Maritime Arbitrators.
• Bachelor of Science in Transportation, Tourism and Trade from Niagara University.
Cell: 845.480.4543
E-Mail: jmcschip@gmail.com
(S15-02)

Candidate 5: Committed and enthusiastic maritime and contract administration professional seeking position with maritime shipping and logistics company.
Hi am a highly motivated team leader/collaborator with excellent communication and organizational skills. I possess substantial experience providing clerical, administrative, and operational support at several maritime shipping and logistics companies, as well as government contract administration, to include policy and system quality control audits and off-site inspections.
Position wanted in vessel operations, safety and compliance, quality assurance, or cargo insurance, handling, and claims. Available immediately.
Easy access to Rockland and Westchester Counties (NY), north Bergen County (NJ), Stamford CT area, and NYC. Willing to travel – possess valid US Passport and TWIC.
Proud graduate of the SUNY Maritime Graduate/License program (MS Transportation Management + 3rd Mate License), with 3rd Mate experience aboard several commercial vessels.
Resume and references available upon request.
Contact: Charles Panossian
Telephone: 1 (201) 988 9602
Cell: 1 (201) 988 9602
(S15-03)
Candidate 6: Top Corporate Marketing and Finance Executive for International Shipping Company Seeking Senior Position
Top Corporate Marketing and Finance Executive for International Shipping Company Seeking Senior Position.
• Over twenty years of Capital Raising, Sales / Business Development, Corporate Finance, Recruiting, Hiring, Contract Negotiating, M&A / Restructuring, Global Team Leadership.
• Long track record of driving aggressive growth.
• Unique balance of leadership skills, interpersonal savvy and financial expertise.
• Managed global Investment bank.
Global relationships with several hundred shipping companies, banks, private equity funds, ultra high net worth investors, hedge funds, lawyers, brokers, yards, etc.
• Reside in the U.S. and can relocate with short notice.
Education:
B.A. Economics St. Bonaventure University and SUNY College.
Featured speaker at Maritime conferences on financial structuring and capital raising in the maritime industry.
Professional Affiliations:
• Connecticut Maritime Association
• Commercial Finance Association
• Association for Corporate Growth
• Turnaround Management Association
E-Mail: indiansailor47@gmail.com
Notes: Please respond to email: (S15-01)

Candidate 7: Maritime General Counsel
Accomplished maritime attorney with over 15 years of experience in domestic and international commercial transactions and litigation.
• Represented most major ship owners and managers and many other foreign and domestic, blue and brown water entities, including stevedoring terminals;
• Earned a MBA in finance and strategy; and
• Significant experience negotiating and drafting multimillion dollar M&A and commercial contracts.
I have achieved my goals as a lawyer in private practice and I believe this is the right time to make a career move. Moreover, with my background, I could be a strong asset to a maritime company's legal, business development and strategy departments. I am willing to relocate. Please contact me for more information. Thank you.
E-Mail: maritimeGC@gmail.com (S14-07)

Candidate 8: Ships Officer seeking Entry level Operations Position
SUNY Maritime College graduate (BS and MS) & Chief officer license holder. I worked on product and crude oil tankers for over 2 years so I am familiar with all cargo/port operations.
I received my master's degree from SUNY Maritime College in 2013. I believe my past experience on ships and in office makes me a good candidate for operational positions.
I am eligible to work in the US without any sponsorship.

Candidate 9: Recent Tulane Maritime Law graduate looking for entry-level position
Seeking entry-level legal position. I recently graduated Tulane University Law School, where I completed the Certificate of Specialization in Maritime Law. I am a member of the New York Bar. During law school, I clerked at the United States Coast Guard Judge Advocate General in the Maritime, Environmental, and International Law-Prevention Law Division. I am an active member of the Coast Guard Auxiliary.
Willing to travel. Willing to relocate.
Contact: Dana Sabghir
Cell: 954-592-5370
E-Mail: drsabghir@gmail.com (S15-03)

Candidate 10: Experienced Commercial Operator
Experienced Commercial/Tanker Operator looking for a relevant position in a NY shipping company or the Tri-State Area.
• 8 years experience in Operations & Post Fixtures in both Tankers and bulkers
• MS in International Transportation management from SUNY Maritime
Area of Specialization
• Provide Documentation, Information and Questionnaires for Vessel's Fixture
• Daily Vessel Operations & Post Fixture Operations / Charter Parties
• Cargo Document Review & Authorization
• Voyage Orders/Agency Appointment/Vessel Instructions
• Vessel Performance Monitoring
• Bunker Efficiency
• Vetting Status Monitoring / Sire Arrangements / TMSA Audits / ISM
• Port & Husbandry DA Authorization
• Class Status Monitoring
• U.S. Citizen
Contact: Anthony Mavrogiannis
Email: Anthony_Mavrogiannis@yahoo.gr
Primary number +1(718)626 1958
Telephone: +30 210 9119312
Cell: +30 6936198801 (S13-06)

Candidate 11: Looking for position/internship in operations at a shipping company
Robert Nigel Pritchard
Civilian Graduate Student in the International Transportation Management MS program at SUNY Maritime College.
Former intern/admin assistant for Ted Panourgias at All Marine Spares International in Stamford, CT. Former CMA intern at Holland and Knight LLP, in New York, NY and the Seamen’s Church Institute in Port Newark,
Candidate 14: Ships Officer seeking Entry Operations Position

Second Mate, Unlimited tonnage with experience in:
Deep Sea, International Shipping (Dry Bulk and Break Bulk), container, and project cargo. Served aboard vessels engaged on Voyage, Time and Spot Charters trading worldwide, emphasis on West and East Africa. I am familiar with the on-deck environment and would make use of that experience to add value in an operations position.
Other experience includes:
Voyage Planning and Vessel Routing.
Cargo Claims.
Preparing and reviewing entries that would be used for Statement of Facts.
Certified STCW assessor.
2010 Graduate, SUNY Maritime College.
BS Marine Transportation, Minor, Ship Management.
ASBA Charter Parties I & II Certified.
Email: medsavag@gmail.com (S14-09)