SAVE THE DATES

JUNE 2017
Thursday, June 15, 2017
CMA Summer Happy Hour
From 6:00 pm
Sign of the Whale (on the Roof Deck)
Look out for the CMA banner and for Emilie!
6 Harbor Point Road, Stamford, CT 06902
Sponsored by the CMA with the first drinks on us up to $1,000 total
No RSVP necessary – All CMA Members in good standing are welcome

Thursday, June 29, 2017
CMA Monthly Speaker Luncheon
Speaker: TBD
Water’s Edge at Giovanni’s II
2748 Post Road, Darien, CT 06820
Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
CMA Members: $50 / Non-Members $60

JULY 2017
Wednesday, July 19, 2017
(note a Wednesday this year!)
CMA Annual Summer Picnic/Lobster Bake
5:30 pm-9:00 pm
Stamford Yacht Club
97 Ocean Drive West, Stamford, CT
Members: $85 / Non-Members: $160 (includes a one year CMA Membership - $75 value)
Bocce Tournament on the lawn – sponsored by

more details to come
See Page 5 for more info

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

School is letting out soon, as we move into the summer season of 2017, but your CMA is still busy creating opportunities for the membership. We had an excellent turnout for the May luncheon, where we were pleased to have John Wobensmith, President and CEO of Genco, make a presentation. He gave us a very interesting view of Genco, spoke about some of the things they are doing, and what their view of the market is. His willingness to share all of these views with our membership was really appreciated, and well received, and after speaking, he answered questions from the audience. Many thanks to John for spending part of his busy day with us.

Don’t miss our 2nd annual summer happy hour at Sign of the Whale Thursday, June 15th. This event is open to all CMA members in good standing, and CMA will be covering the first $1000 of the tab. People seemed to really enjoy this event last year, and we are glad to be able to bring it to you again. Our next CMA luncheon will be on Thursday, June 29th, and we will be announcing the speaker for that event in due course.

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Our annual CMA Summer Picnic and Lobster Bake will be on July 19th, a Wednesday this year, at the Stamford Yacht Club. This event is always very well attended so please RSVP early. The cost is $85 for members and $160 for non-Members (which includes a 1 year membership). Our good friends at Monjasa will be sponsoring a Bocce Tournament again this year, so please sign up for that nice and early, too, and thanks again to Monjasa for their support.

As our thoughts begin to turn towards unplugging for a few weeks of summer holiday, the business of shipping continues along at full ahead. Pressing issues such as Ballast Water Treatment and Fuel Sulphur Content continue to loom large as we move closer to final implementation of current regulations. Remember, though, that many of your fellow CMA members are involved in these issues, and thus are potential resources for you.

I would also suggest that if you have interesting or relevant data or opinions on these, or other, subjects, please have a word with the Editor of our newsletter, Don Frost, and consider writing an article for publication. We have such a vast base of expertise within our organization, and it would be great to be able to share even some of this knowledge with our membership.

We look forward to seeing you all at our upcoming summer events, and really hope to hear from you with a few ideas for articles.

Welcome to summer! Notwithstanding global warming, it seems summer’s heat and spring’s rains in the North East are bit later than usual. Not so in the South where residents have been experiencing higher than normal temperatures. No, this is not a lead-in to a commentary on climate change. I’ll leave that to the main stream media. However, if your ships move coal maybe you have some thoughts on the topic that you would like to share with us.

Our May luncheon speaker, Mr. John Wobensmith, President & CEO of Genco Shipping & Trading drew a good sized crowd. Genco, as many of you know, is a publicly traded shipping company focused on dry bulk carriers.
Since its beginning it has acted as a supplier of ships to other operators usually on time charter basis. It has also moved to pooling some of their ships with operators of similar sized vessels so as to execute larger and longer term contracts. John told us that Genco would be expanding that business model to include charters and contracts with cargo interests directly. We hope John will come back soon to tell us if that strategy is working.

The freight markets, particularly for dry bulk cargoes, have been less than inspiring, yet no matter how depressing that news, cargoes and ships are being fixed. Up to now layups have been rare except in the container ship sector. For those of you who are new to a long-term depressed market, I assure you all that we will survive. In the words of my fellow mariners, “we have made this trip before”. However, it seems the only thing we have learned from history is that we have not learned anything at all.

Last month I attended the Virginia Maritime Association’s annual conference and banquet in Norfolk, Virginia. Their banquet has been around for many years but the conference is relatively new. The program has always accentuated Hampton Roads issues, but each year the scope has broadened. Reasoning, as I have in past NEWSLETTER issues, that activities in the liner (container ship) sector can be a harbinger of future activity in other sectors, I was not disappointed by this year’s program. Frankly I was also drawn to this event by the increasing number of members we are getting from the Mid-Atlantic States and support offered to CMA events by people from Hampton Roads. Bottomline – the program was great, the people welcoming and I got to reacquaint myself with the Norfolk area.

This year’s New York Fleet Week included a fast expeditious transport but the only berth available for her was in the Bronx. Yes, you guessed right, at Fort Schuyler where the Training Ship EMPIRE STATE was conveniently away on its annual training cruise. The USNS YUMA (T-EPF-8) is the 8th Spearhead Class of cargo carrying catamarans. She is 338 ft LOA/93.5 ft BM top speed 43 kts (49 mph). As a USNS vessel she is manned by civilians. The Captain, Chief Engineer and Third Mate graduated from SUNY Maritime. My tour was fun and interesting.

Last month there was a spurt of discussion in the shipping media about the US Dept. of Homeland Security changing rules about the Jones Act. I thought I’d re-run an article I wrote for the NEWSLETTER in 2012. I hope this might be an opportunity to look at the issue as other than a national defense issue. I welcome your thoughts.

I hope to have the opportunity to chat with you at June’s luncheon.

Donald Frost
From Data Chaos to Smooth Sailing – Accuritas Global Solutions

Companies today are impeded by data overload and chaos from financial data, management data, compliance data, technical data, claims data, operational data, and more. You need support to help you manage the data, initiate overdue change and elevate your company to new levels of success.

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SHIPOWNERS | OPERATORS | TIME CHARTERERS | POOL MANAGERS
CMA Annual Summer Picnic & Lobster Bake

Wednesday evening, July 19th, 2017
(Note it’s on a Wednesday this year!)

The always popular CMA Annual Summer Picnic will take place Wednesday evening, July 19th, 2017 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.

Wednesday, July 19th, 2017
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
OR a Lobster Roll - Fried Chicken - BBQ Ribs - Corn on the Cob - Steamed Red Potatoes – Cookies - Brownies - Fresh Fruit Platter - Iced Tea - Pink Lemonade – Coffee & Tea

We have continued this year, for those that don’t want to crack a lobster, lobster rolls – the choice is yours! They were a popular addition last year!

**Reservations are required (very important to ensure we have enough lobsters for all!)** and pre-payments are required - please call Emilie 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.

We will also hold a Bocce Tournament on the lawn of the Yacht Club again this year, more details on this coming soon. The Bocce Tournament is again being generously sponsored by our friends at MONJASA.

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 for always one of our most well attended events.
At a gala awards event on Thursday, May 25 in New York City, the winners of the 2017 Lloyd's List Americas Awards were unveiled. The awards honor the best in shipping over the past year.

The newly expanded awards now cover North, South and Central Americas. The program received entries from across the region including the US and Canada, Bahamas, Brazil, Panama, Uruguay, Dominican Republic and beyond.

Lloyd's List executive editor Helen Kelly hosted the event and was joined by award-winning broadcast journalist Jim Clancy who served as MC.

Ms. Kelly referenced the warmth and openness of the Americas maritime industry, which she witnessed this March in Connecticut at CMA Shipping 2017.

"I remember walking through the crowd milling around the main hall and spotting five or six executives, some of whom attended the event last evening, people whom I have been reporting on for years but had never met. Being able to walk right up to them and talk to them about their business was invaluable," she said.

The CMA was pleased to be a Supporting Organization of this annual event.

The 2017 Lloyd's List Americas Award Winners were:

**Lifetime Achievement Award** was presented to Jeffrey Lantz, director, commercial regulations and standards for the US Coast Guard, in recognition of his lasting contribution and service to the international and US maritime sector.

**Hutchison Ports Cleaner Safer Seas Solutions**
Carnival Corporation & plc — LNG operations and shipbuilding programme
The iLaw Law Firm of the Year
Reed Smith Shipping Group

Maritime Services Award
Liberian International Ship and Corporate Registry (LISCR)

Port Operator of the Year
Hutchison Ports - Panama Ports Company

Ship Operator of the Year
CSL Group

Training Award
Instituto de Capacitación del Centro de Navegación

DNV GL Seafarer Advocate of the Year in association with NAMMA
Seamen’s Church Institute of Philadelphia and South Jersey — Mesfin Ghebrewoldi

The Lloyd’s List Intelligence Digital Innovation Award
Sponsored by American Club
HudsonAnalytix, HACyberLogix

Deal of the Year sponsored by GMS
Seward & Kissel — Ridgebury Fleet Finance LLC credit facilitation

Newsmaker of the Year Award
Panama Canal Authority (ACP) for the Panama Canal Expansion

The CMA congratulates all the award winners and is pleased to see many CMA Members as this year’s worthy honorees.

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 : Inchcape Shipping Services (led by CMA Social Chair, Ryan Jurewicz)
Second Place : Sea Trade Holdings (led by Dave Van der Linden) for the second year in a row!
First Place : Dan Bunkering (led by Mads Buchwald) and joined by Marc Holm, Max Hendrickson and Nick Laico

Congratulations to Mads, Marc, Max and Nick on producing a great score of 61 in challenging conditions. Enjoy your one-year stewardship of the trophy (coming engraved very soon!) 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:
Burke & Parsons
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Martin & Ottaway
Monjasa
Moran Shipping Agencies
MTI Network (USA)
Northern Shipping Funds
Odin Marine Group
Petromar International
Q88 LLC
Ultrabulk (USA) Inc.

And a special thank you to Ed Waryas and KNOT Offshore Partners for the extra gifts that we added to the prize table!

See you on the green next year!

The CMA Spring Golf Outing was held on Monday, May 15th at Sterling Farms Golf Course in Stamford. It didn’t rain, the sun shone quite a bit and it was pretty windy, 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.

REPORT FROM THE LINKS....
Where are we now and where are we going?

June 27, 2017
1:30 p.m. - 2:30 p.m.

2253 Rayburn House Office Building

In cooperation with the Congressional PORTS Caucus

Speakers:

Introductory Remarks by
Rep. Alan Lowenthal (CA-47)

Dr. Russell W. Callender
ASSISTANT ADMINISTRATOR, NATIONAL OCEAN SERVICE

Rich Edwing
DIRECTOR, NOAA’S TIDES AND CURRENTS OFFICE

RDML Shep Smith
DIRECTOR, OFFICE OF COAST SURVEY

Capt. Jorge Viso
PRESIDENT, AMERICAN PILOTS’ ASSOCIATION

oceanservice.noaa.gov

National Ocean Service
National Oceanic and Atmospheric Administration
Is It A Tax?

By Donald Frost

Most discussions of the Jones Act, for or against, are emotional, narrowly focused as to who is impacted and miss the broader national macro-economic effects. This was most recently illustrated by the on-line comments to the Wall Street Journal’s article by John Bussey Friday September 13, 2012 titled “Oil and the Ghost of 1920”. To my mind, the issues of American ship-ownership and American crews are settled, leaving only the Build American provision to debate.

Article 1 Section 8 (Powers of Congress) Paragraph 1 of the Constitution of the United States gives Congress the power to “lay and collect taxes, duties, imposts and excises to pay debts and provide for the common defense and general welfare of the United States, but all duties, imposts and excises shall be uniform throughout the United States.” The second paragraph gives Congress the power “to regulate commerce with foreign nations and among the several states, and with Indian Tribes.”

Last month (this article was originally written December 2012) I wrote about the Harbor Maintenance Tax and the use of the funds collected. As noted in my article, in 1998 the U.S. Supreme Court found that the “fee” collected on exports leaving our ports was a tax and therefore contravened the wording and intent of the Commerce Clause of the Constitution of the United States, i.e. - Article 1(The Legislative Branch), Section 9 (Limits on Congress) commands that “no tax or duty shall be laid on articles exported from any State”.

What is a tax? The Random House Dictionary of the English Language (unabridged edition) has a few definitions: “A sum of money demanded by a government for its support or for specific facilities or services levied on incomes, property, sales, etc.” and a secondary definition: “a burdensome charge, obligation, duty or demand”.

What if Congress passed a law that effectively discriminated against commerce between states and discouraged trade among the states. What if that law actually encouraged the importing of goods, raw materials or partly manufactured sub-assemblies from foreign sources that could be produced domestically? Is this providing for the general welfare of the United States? To me this sounds very much like one of the principal reasons the original 13 colonies declared independence from Great Britain. Goods traded between the states were taxed so as to force the colonies to import such goods, materials or partly manufactured units to be assembled here from England.

If such a law existed now would it make any difference if the burdensome charge was not collected by Congress, but by private commercial interests? What if the “burdensome charge” protected commercial interests selected by Congress to protect them from competition? If so, this sounds a lot like the centrally planned and managed economy of the former Soviet Union.

If such a law was thought to provide for the general welfare of the United States when it was passed 92 years ago, is it still in the interest of the general welfare of the United States today? Some parts of it may no longer be in the interests of “We the People of the United States.” That is, the general population versus a comparatively small group usually identified as seafarers who, by the way, have not actually benefited from the protectionism and certainly not in the last 50 years or so. We have fewer ship yards, fewer deep drafted ships and far fewer Oceans and STCW certified watchstanders.

What was the state of global trade 92 years ago compared to today? Is the United States still a leader in manufacturing today as it was then? What about jobs? How many manufacturing and process industry jobs have been exported because it was cheaper to source the same products or raw materials from offshore than to move them domestically via road, rail or especially ship? Of course the US is still a major manufacturing nation, but it could be much more so. Is the Build American mandate of the Jones Act a de facto tax on interstate trade? If so, what should be done to that part of the law?
SITUATIONS WANTED

Candidate 2: Experienced Deck Officer seeking opportunities in shipping operations / chartering

Seeking internship and future opportunities, 5 years world-wide tanker-sailing experience, Masters student at Texas A&M University.

On-Campus work experience (1.5 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 unloading of cargo, including preparation of cargo holds to setting up of lines

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

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

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

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

To become part of the Job Mart please call (203) 406-0109 or email: conferences@cmaconnect.com
The latest Job Mart is always accessible on the CMA website at: http://www.cmaconnect.com

JOBS

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Situations Wanted

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Candidate 3: Seeking a new opportunity in the shipping-bunkering industry in sales & marketing and operations
Work Experience
REGIONAL MARKETING MANAGER – AEGEAN MARINE PETROLEUM SA (NEW YORK USA) (3 Years)
International Marketing and Marine Fuels Trading.
Developing Supplier and Client Relations in a range of selected geographical areas.
Further Development of current client platform, retain and develop business.
DIRECTOR – ICS PETROLEUM LTD (VANCOUVER & MONTREAL CANADA) (5 Years)
Successfully in charge of maintaining the barge operations in Port Metro Vancouver Harbor.
Developing Supplier and Client Relations in a range of selected geographical areas.
Overall development of the office towards new sales goals.
Overseeing Staff and supporting Development.
MARINE FUELS TRADER – AEGEAN MARINE PETROLEUM SA (PIRAEUS GREECE) (3 Years)
International marketing and marine fuels trading and brokerage
Negotiations with customers and third parties.
Handling negotiations and disputes that arise as a result of short-deliveries, off-specification fuel, or de-bunkering, in cooperation with the quality department.
MARINE FUELS MARINE LUBRICANTS TRADER – BALUCO SA (PIRAEUS GREECE) (5 Years)
Bunkers and Lubricants trader
Contact: George Tzanakis
Cell: +1 347 291 62 94
E-Mail: g_tzanakis@yahoo.com

Candidate 4: Upcoming Graduate looking for entry-level position.
Graduating student in May 2016 at SUNY Maritime College seeking an entry level position in marine insurance, terminals, market research or demurrage. Ship Brokerage and sales
I will be graduated SUNY Maritime College with a degree in International Transportation and Trade.
Coming into my senior year at SUNY Maritime I began an Internship with Bank of America merchant services a joint venture between bank of America and first date. I worked as an PMO intern and worked closely with senior management and the sales team to help learn all aspects of the company.
I am willing to work within the New York, New Jersey AND Connecticut area. I am a highly motivated worker with experience as a team leader/collaborator with excellent communication and organizational skills. Will Provide Resume upon request.
Contact: Joseph Nappi
Cell: 631-258-6267
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.
I am interning at TBS Shipping Services Inc., where I helped in the acquisition process of bringing on 3 more ships into the company’s portfolio. I also assisted in finalizing the Port State Control inspection checklist for the masters and chief engineers of company ships to cross reference against when preparing for anticipated inspections. In addition, I led the background check of a Captain that TBS was looking to hire. My internship ends January 31st. I hope to continue this career path and am extremely motivated to acquire more knowledge about this great industry.
Contact: Raji Mosa
Cell: 914-479-7254
E-Mail: rajimos.16@sunymaritime.edu
Notes: Resume available upon request.

Candidate 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 owner Chartering and Operations team.
Coordinated closely with Technical, and participated in repair and routine inspections.
MBA with emphasis in Intermodal transportation from SUNY Fort Schuyler
Captain Class C from Merchant Marine Academy Hydra, Greece.
Dual Citizen (USA/EU)
 Fluent in English/Greek. Knowledge of Spanish.
Contact: Vasilis Maschas
Cell: 203 808 5088
E-Mail: vmaschas@gmail.com
Notes: For further information kindly contact

Candidate 10: Seeking new challenges within the shipping market
After nearly 30 years in Dry Cargo shipping field I am seeking a medium to large broker firm and/or new adventure within the maritime industry.
Experience includes:
10 years with international trading house
10 years as in-house owners broker
10 years as competitive broker
Currently located in Greenwich, Ct.
Holding dual Citizenship (Canada/Norway) and Green Card for the USA.
Contact: David C. Wold
Cell: +1 203-274 1433
E-Mail: dutow@gmail.com
Candidate 13: Looking for position/internship in operations at a shipping company
Robert Nigel Pritchard
Criminal Graduate Student in the International Transportation Management MS program at SUNY Maritime College.
Former intern/admin assistant for Ted Panourgias at All Marine Spares International in Stamford, CT. Former CMA intern at Holland and Knight LLP, in New York, NY and the Seamen’s Church Institute in Port Newark, NJ. Co -wrote article for the Greek magazine ”Shipping International” titled “The Challenges of Modern Piracy”. Published in October 2012. CV and recommendations available upon request. Willing to travel within the NYC metropolitan region
Email: miguel.pritchard@gmail.com, robertpri.14@sunymaritime.edu
Cellphone: 646-378- 8446  
(S15-04)

HELP WANTED

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 D: Claims Executive
Reporting to: Regional Claims Director
Division: CT- P & I
Location: New York

Job Purpose
To handle P & I and defense claims which have been delegated by the Regional Claims Director.

Key Accountabilities
1. To verify that the risk/claim is covered under the Member's entry with the Club.
2. To settle third party P & I claims against the Member at the most economic figure possible.
3. To correctly estimate P & I claims as soon as possible within the agreed targets.
4. To handle Defense disputes as directed.
5. To review monthly the schedule of all estimated claims to ensure they are properly recorded and estimated within the guidelines.
6. To appoint, lawyers, surveyors, consultants and correspondents and to receive and evaluate critically advice received.
7. To notify Reinsurers, and assist in making recoveries from both the pool and the excess reinsurers, or other contractual parties where appropriate.
8. To ensure that Members are kept adequately informed at all stages of a claim and understand both their and the Club’s position in any situation.
9. To prepare agendas and reports as required.
10. To carry out his/her duties in accordance with the Claims Procedures Manual.
11. To be permanently accessible out of hours in case of emergency.
12. To respond to general claims enquiries by Members and correspondents at all times as required.
13. To provide correspondence services to Members as required.
14. To carry out any other tasks as directed within the scope of his/her ability.

REQUIREMENTS:
Bachelors' degree required; J.D., admitted to bar in the U.S.
1-3 years experience at a maritime law firm or marine insurer or shipping company. Seagoing experience helpful.
Experience with English law a plus.
Foreign language, in particular Spanish a plus.
Company: Charles Taylor
E-Mail: CT.JobPosts@ctplc.com
Notes: Please email resumes.

Position E: US Operations Trainee
OLDENDORFF CARRIERS combines its history as a German shipowner with the network of one of the world’s leading drybulk operators. It is fully owned by the family holding company, EGON OLDENDORFF, which was established in 1921.
We are looking for one US Operations Trainees (m/f) to join our Operational Training Program (OTP) in USA/Germany in September/October 2017.

Your Career Path:
The OTP is an intensive in-house training program with a focus on our operational activities. During the two-year program you will explore different departments at OLDENDORFF CARRIERS. The major part of your training will be in the Operations Department in our Stamford/Hamburg Office. Furthermore, to ensure that you develop a solid understanding of our business, you will experience complementary training in other business related departments. After successful completion, our trainees are typically offered a position in Operations in one of our worldwide offices. We expect our US Operations Trainees to return to our office in Stamford in the long term (e.g. as Operations Manager or Chartering Manager).

Your Profile:
You are about to graduate or have recently graduated with a degree from a Maritime University. As the ideal candidate you should be open and curious towards new topics and people. We expect a high interest in the commercial aspects of drybulk shipping. An overall positive attitude and commitment towards the job and the company as well the ambition to perform on a high level should be the nature of your motivation to apply for this program. Furthermore, you have to hold US citizenship or have a valid US working permit.
Please check our website www.oldendorff.com for further information on our company.
Contact: Jan Schulze-Entrup, HR Manager
Company: OLDENDORFF CARRIERS
E-Mail: jobs@oldendorff.com
Website: www.oldendorff.com
Notes: Please submit your application via e-mail.

Position F: Boarding Agent / Operations Assistant
New England Shipping has a position open for an entry level or experienced Boarding Agent / Operations Assistant based out of their Milford Connecticut office. This position requires day travel within New England and New York. Use of company vehicle and excellent salary and benefits.
Company: New England Shipping
E-Mail: hr@newenglandshipping.com
Notes: Send resume.
Position G: Risk Management Assistant

TBS Shipping Services Inc. is a privately held company that provides dry cargo shipping solutions to industrial shippers globally. TBS operates parcel, dry bulk and logistics services, supported by a fleet of supramax and handysize bulk carriers. TBS offers shipowners specialized global market access and enhanced performance through its managed pool offerings.

We are looking for a Risk Management Assistant to work in our Scarsdale, New York office. The position will work directly with and under the supervision of the Vice President of Risk Management to minimize risk and maximize reward.

Key Job Duties and Responsibilities:
• Promote best practices and share knowledge internally across all departments.
• Stay current with international arbitration awards and judgments and utilize relevant ones.

Qualifications/Requirements:
• 3+ years of demonstrated working knowledge of dry bulk chartering and operations.
• Comprehensive knowledge of laytime, voyage and timecharter charter party disputes with a strong desire to learn more.
• Excellent verbal and written communications skills
• Must be organized and detail oriented.
• Proficient in MS Office.

We offer excellent salary and benefits.
Qualified candidates must be eligible to work in the USA.

Company: TBS Shipping Services Inc.
E-Mail: recruiting@nyc.tbsship.com

Notes: Please send resumes with the subject TBSRISK on all transmissions.

Position H: Marine Operations Support Specialist

Wilton, CT

Background:
Founded in 1996, Fairfield Chemical Carriers controls a fleet of more than 25 modern 20,000MT and 25,000MT deadweight chemical tanker vessels. These fully stainless steel tankers, trading worldwide, carry a wide range of bulk liquid commodities such as palm oil, ethanol, sulfuric acid, acrylates and solvents. Fairfield’s mission is to provide our customers with a creative approach to their ocean transportation needs and an unsurpassed level of customer service thru the commitment of dedicated employees.

Job Description:

The Marine Operations Support Specialist will support various stages of a vessel’s voyage. From pre-fixure evaluation of charter party terms, voyage data management, and post-fixure review including demurrage support. A Marine Operations Support Specialist will have exposure to nearly all facets of the chemical tanker trade and will interact with chartering, operations, accounting, and administrative department.

Responsibilities Include:
• Communicate with the chartering and operations group to proactively avoid potential issues related to charter party terms
• Generate fixture notes and maintain charter party databases
• Work closely with accounting department to ensure efficient processing of demurrage billing and collection
• Aid in the review and analysis of various marine insurance policies
• Analyze key voyage metrics and produce executive summaries
• Assist in the oversight of Voyage Management software
• Contribute in the development of company marketing material

Key Attributes Desired:
• Ability to handle numerous tasks simultaneously and perform under pressure
• Strong analytical and problem solving skills
• Highly motivated and detail oriented
• Excellent verbal and written communication skills
• A team first mentality
• Skilled in negotiation

Requirements:
• Bachelor’s degree or higher
• 2+ years of experience in a fast-paced, professional environment
• Proficient in Microsoft Office

Preferred Experience / Exposure:
• Marine logistics or shipping/trading experience
• Charter Party Agreements
• Demurrage calculation and claim support
• Vessel Management software
• DA Processing software
• Marine Insurance
• Contract interpretation
• Advanced skills in Microsoft Excel and PowerPoint

Benefits:
Fairfield Chemical fosters a supportive and dynamic work environment. We offer a comprehensive benefits package, including excellent medical/dental coverage, 401K with employer matching and paid vacation/holidays.

Contact: Rosie Dillon
Company: Fairfield Chemical Carriers Inc.
E-Mail: RAD@fairfieldchemical.com

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