**President’s Notes**

We had our Annual General Meeting on April 27th, and of course it was a pleasure to see all those in attendance. I was pleased to be able to report that the CMA continues to move forward in fine shape, and our membership remains robust. December of 2016 saw our best attended Holiday Party yet, with over 300 in attendance, and we had about 2,300 delegates at Shipping 2017.

We continue to work on increasing and improving our online presence, hopefully in ways that are relevant to our membership. At Shipping 2017, we again had an “app” available for the delegates, which had an array of useful information, and even a messaging system for communicating between delegates, which I found quite useful. You may have noticed that an email was sent out recently inviting Shipping 2017 attendees to complete a survey about their experience, and we want to thank everyone that responded. We are grateful for your feedback, and will use the information you provided to improve Shipping 2018.

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CMA Softball is finally back, with the field at Trinity Catholic available for our athletes once again. We will have 6 teams take to the field for the 2017 season, and are looking forward to hearing about the friendly competition on the field this summer.

Two of our Board members moved on in April. Jasmine Alvarado completed two terms as CMA Secretary. It is not an easy job, but she took it on with enthusiasm, and was always happy to lend a hand for any event or project. Jonathan Koren spent only one year with us as Communications Chair, and did a wonderful job in that role, booking a number of very interesting speakers during that time. Jonathan has stepped down to take a job overseas. I know that the membership joins me in thanking them both for all of their work for the CMA. They will both be missed. However, there is always a silver lining, and in this case, we have gotten two new Board Members, both well known and well liked throughout the industry, and we cannot be happier to welcome them both to the Board. Marina Critides joins us as our new Secretary, and Jess Hurwitz as Communications Chair. We are pleased to have them both on the Board, and no doubt their skills and experience will bring new and exciting strengths to the Board.

In the thirty-plus years since the CMA was founded, the demographics of our industry have changed significantly. We are a more diverse industry than we were thirty years ago, and our membership reflects that. This is a great thing, because there is strength in diversity. An embrace of a diverse population also demands responsibility and respect amongst us all. In order to make our support of our entire membership as clear as possible, the Board has implemented a Sexual or Personal Harassment Policy, which we think brings us in line with what is expected of organizations in 2017. It is posted on the CMA website.

Aside from our upcoming lunch later in May, we are looking forward to seeing many of you at the CMA Golf Outing on May 15th, CMA Happy Hour at Sign of the Whale on June 15th, and the CMA Summer Picnic on July 19th (a Wednesday this year!), so there are quite a few events to look forward to. See you all there!

Joe Gross
Commodore Jack Noonan’s acceptance speech in March, plus Joe Gross’ President’s Notes of April prompts me to share a thought of John F. Kennedy’s at the America’s Cup in 1962.

I really don’t know why it is that all of us are so committed to the sea, except I think it’s because in addition to the fact that the sea changes, and the light changes, and the ships change, it’s because we all came from the sea. All of us have in our blood the exact same percentage of salt in our blood that exists in the ocean, and therefore, we have salt in our blood, in our sweat, in our tears. We are tied to the ocean. And when we go back to the sea – whether it is to sail or to watch it – we are going back from whence we came.

The hot topic in the shipping media recently has been the “Industry-Wide Cross-Border Supply Chain Solution” (the title from IBM’s News room announcing a new collaboration between IBM and Maersk) of “blockchain” technology. As I mentioned in last month’s Newsletter, we have obtained permission to republish an article this month on this topic by Keith B. Letourneau of Blank Rome’s Houston office. I encourage your comments and questions.

Another shipping related topic that has, so far, received little press is the International Longshoremen’s Association (ILA) threat to strike east coast ports if Congress would not listen to their concerns over automated container terminals. The issue is the resulting dramatic reduction in the required number of union jobs at container terminals, especially on the US East Coast. Having watched how the West Coast ILWU dealt with containerization under their “modernization and mechanization” contract (1960s) I expect we will hear more from the ILA. Job retention and creation is locked into a struggle that favors automation.

Last month I quoted from a NY TIMES article regarding transportation infrastructure funding “The main hurdle is not financing, but red tape.” That TIMES article was almost a year old (I tore the article from the paper and lost its published date). More recently, in April this year our newly confirmed Transportation Secretary, Elaine Chao, declared the problem with President Trump’s proposed $1 trillion 10 year plan to modernize our infrastructure is not money. “It’s the delays caused by government permitting processes that hold up projects for years, even decades, making them risky investments.” That fact agreed, she went on to say that the president hopes to “unleash the potential for private investment in infrastructure by incentivizing public-private partnerships.” I do not understand how incentivizing public-private partnerships will speed the processing of applications and plans by local and state authorities. Furthermore, who decides which investments will return the most benefit to the economy and those which are risky?

Donald B. Frost

Please welcome our newest members.
Mr. John-Kaare Aune, Dep. Dir., Cayman Shipping Registry, Grand Cayman, Cayman Islands
Ms. Shelley Chapelski, Partner, Maritime, Norton Rose Fulbright Canada LLC, Vancouver, Canada
Mr. Luis F. Corzo, Client Advocate, Willis Towers Watson, Potomac, Maryland
Mr. John Crye, Student, Maritime Student, New York, New York
Mr. Kenrick Ebanks, Exec.Dir., Cayman Shipping Registry, Grand Cayman, Cayman Islands
Mr. James Falkenstern, Dry Bulk Operations, BRS USA LLC, Stamford, Connecticut
Mr. Aday Gonzalez, Commercial Department, Astican, Las Palmas, Spain
Mr. Henry W. Juan III, Managing Director, Seabury PFRA LLC, New York, New York
Mr. David Lang, Dry Bulk Chartering, BRS USA LLC, Stamford, Connecticut
Ms. Laura Lluhani, Sr, Analyst (Shipping), Statoil Marketing & Trading (US) Inc., Stamford, CT
Mr. John A. Miklus, President, American Institute of Marine Underwriters, New York, NY
Mr. Adrian Michael Schidlovsky, Student, Maine Maritime Academy, Durham, NH
Ms. Ruth Setaro, Port Chaplain, Seafarers International House, New Haven, CT
Mr. Mark Sullivan, 2nd Mate, Kirby Offshore Marine, Seattle, Washington

Welcome aboard. Hope we see you at an event soon.
Greg Kurantowicz, Membership Committee Chair
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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 most likely once again include a Bocce Tournament on the lawn of the Yacht Club, more details on this coming soon.

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.
Lloyd’s List – the world’s leading news, intelligence and analysis provider for the global shipping industry – will host the shipping industry’s elite on Thursday, May 25, 2017 at New York City’s glamorous Cipriani 25 Broadway, for the 2017 Lloyd’s List Americas Awards event.

The CMA is pleased to be a Supporting Organization for this event.

Visit lloydslistawards-northamerica.com for more, including the 2017 finalists.

Blockchain Technology: Securing and Transforming Commercial Transactions, and Its Implications for Maritime Trade

By Keith B. Letourneau, Blank Rome LLP

A recent news article about an oil commodities transaction sparked considerable interest in the maritime transportation sector when worldwide commodities trader Mercuria announced it would employ “blockchain” technology to carry it out. Previously, blockchain technology served as the foundation to secure bitcoin transactions. Now, this technology promises to supersede hundreds of years of maritime commercial practice by replacing bills of lading and attendant transactional documents and substituting a secure online mechanism to buy and sell goods. IBM CEO Ginni Rometty in an opinion piece in the Wall Street Journal on November 7, 2016, wrote that “[t]oday, blockchain – the technology behind the digital currency bitcoin – might seem like a trinket for computer geeks. But once widely adopted, it will transform the world.”

Blockchain in the World of Maritime Transactions

Currently, and depending upon their complexity, maritime transactions involve a litany of paper documents, including multiple bills of lading, letters of credit, contracts of sale and/or charter agreements, and the transmission of those documents and payment proceeds by various means among myriad parties. Whether those documents are received or presented in a timely fashion may implicate indemnity obligations set forth in the underlying sales contract or charter. Until the present day, good reason existed for these multiple transactions, and the obligations they imposed. Each party in the transaction chain wanted assurance of payment for its performance, and protection against the unauthorized delivery of the goods being transported. No foolproof mechanism existed to ensure that the carrier could deliver the goods to the authorized recipient without error.

Blockchain technology, also known as distributed-ledger technology, may sweep these documents into history’s dustbin. The implications are profound given that the World Economic Forum estimates that trade finance constitutes a $10 trillion annual market. The technology’s cryptographic protections make it virtually tamper-proof. Each transaction must be signed using a private key, which prevents access by unauthorized third parties, and the transaction requires several independent confirmations during the process. Blockchain technology logs every participant in the process, which supporters hope will preclude money laundering activities and create greater transparency. The technology provides for a revision-proof, public timestamp for each transaction.

Potential Liabilities

While this new technology may result in a new way of doing business, it would seem that the underlying protections afforded by contract terms and conditions must still be part of the process. Blockchain technology may be able to provide a secure mechanism to pay for the goods and transfer title, but absent incorporating contract clauses into its architecture, it cannot address the vagaries of what happens during the actual physical transportation (for example, the vessel is delayed due to weather at the destination port, berth congestion occurs, the cargo is damaged during offloading, the vessel allides with the dock causing dam-
and others, are developing applications to implement the technology and expand its global reach. Nasdaq employs blockchain technology in its Linq system. To date, more than 2,500 blockchain patent applications have been filed. Other companies, including Thomson Reuters, are forming consortiums to create a broad-based blockchain structure that serves a variety of industries. For example, the Linux Foundation Hyperledger consortium is drawing hundreds of companies and organizations to create standardized blockchain software. In 2016, the European Union created a regulatory task force to study blockchain technology, which may transform EU financial transactions, and earmarked €1.1 million for a twelve-month pilot project to explore the scope of regulatory technology (“regtech”). If impervious to hacking, the technology may bolster financial stability, and open more avenues for government oversight of financial transactions. Standardization of blockchain technology could foster the development of far more “smart contracts” (that is, computer protocols that facilitate, verify, or enforce contract performance), ease intellectual property transfers, expedite government contracting and supply-chain services, and reduce infrastructure, compliance, and

Blockchain on the Internet
Presently, there is no universal blockchain technology that governs Internet transactions. A variety of companies, including IBM, Bosch, Microsoft, Samsung, Toyota, Visa, and others, are developing applications to implement the technology and expand its global reach. Nasdaq employs blockchain technology in its Linq system. To date, more than 2,500 blockchain patent applications have been filed. Other companies, including Thomson Reuters, are forming consortiums to create a broad-based blockchain structure that serves a variety of industries. For example, the Linux Foundation Hyperledger consortium is drawing hundreds of companies and organizations to create standardized blockchain software. In 2016, the European Union created a regulatory task force to study blockchain technology, which may transform EU financial transactions, and earmarked €1.1 million for a twelve-month pilot project to explore the scope of regulatory technology (“regtech”). If impervious to hacking, the technology may bolster financial stability, and open more avenues for government oversight of financial transactions. Standardization of blockchain technology could foster the development of far more “smart contracts” (that is, computer protocols that facilitate, verify, or enforce contract performance), ease intellectual property transfers, expedite government contracting and supply-chain services, and reduce infrastructure, compliance, and
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 technics
• 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

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The impact on intermediaries in the supply chain could be staggering. Seemingly, blockchain technology will reduce the need for middle men, which would adversely affect the role of commodity brokers and traders. How they will market their services when online access is readily available to create direct links between buyer and seller will make their task of creating value in the marketplace even more difficult.

Blockchain is not the only transactional technology under development, and we can expect that it will compete with other technology and perhaps morph into variant structures as the years progress. It is, however, the current wave of the future, and its implementation in a wide array of industries, including the maritime sector, appears just over the horizon.

Lingering Considerations
For naysayers in the crowd, we should point out that the maritime industry has by no means embraced blockchain technology at this stage of its development, and whether entrenched and time-honored commercial practices will willingly give way to online-based technology is not at all certain. As of today, the technology is not widely available or commonly leveraged into usable applications beyond bitcoin, and whether regulatory authorities will approve of this technology and its security protections in less than a glacial age is problematic. Moreover, there are those who believe that blockchain technology advocates are a long way from proving its viability in commercial scenarios that involve identity authentication, or the protection of financial or privacy data.

Consider, though, that when 9/11 occurred, presidential lieutenant Ari Fleischer first learned of the incident via pager and President Bush spoke to his secretary of state via landline from an elementary school; 16 years later, the nation reads tweets from President Trump almost daily.

This article was first published in the March 2017 edition of Mainbrace, Blank Rome’s quarterly maritime newsletter.
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 8: Maritime Executive with over 20 years Drybulk Experience

Maritime Executive with over 20 years Drybulk Experience, looking for a suitable position preferably in the Greater New York area (based in CT), but for the right opportunity willing to relocate.
Experience includes:
8 years as Chartering Manager for Owner Operators (Handy/Handymax)
7 years as Chartering Manager For pure Operator (Handy/Handymax)
8 years as a Broker. (all Drybulk sizes)
2 years seagoing experience as deck officer
Created own Chartering and Operations team.
Coordinated closely with Technical, and participated in repair and routine inspections.
MBA with emphasis in Intermodal transportation from SUNY Fort Schuyler Captain Class C from Merchant Marine Academy Hydra, Greece.
Dual Citizen (USA/EU)
Fluent in English/Greek. Knowledge of Spanish.
Contact: Vasilis Maschas
Cell: 203 808 5088
E-Mail: vcmaschas@gmail.com
Notes: For further information kindly contact

Candidate 9: 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 10: Seeking new challenges within the shipping market

After nearly 30 years in Dry Cargo shipping field I am seeking a medium to large broker firm and/or new adventure within the maritime industry.
Experience includes:
10 years with international trading house
10 years as in-house owners broker
10 years as competitive broker
Currently located in Greenwich, Ct.
Holding dual Citizenship (Canada/Norway) and Green Card for the USA.
Contact: David C. Wold
Cell: +1 203-274 1433
E-Mail: dcwold@gmail.com

Notes: Resume available upon request.
Candidate 13: 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, 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: migel.pritchard@gmail.com, robertpri.14@sunymaritime.edu
Cellphone: 646-378-8446

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 B: Technical Assistant

TransAtlantic Lines, a US Flag owners/operators based in Greenwich, Connecticut has an immediate opening for a Technical Assistant.
TransAtlantic Lines is a growth-oriented company committed to providing safe, secure, high quality and efficient world-wide transportation for goods to its customers, mainly the US Government.
Position Summary: This position is located at our Corporate headquarters in Greenwich, CT and reports to the Chief Technical Officer. The Technical Assistant is responsible for supporting the technical and operational needs of the vessels.
Specific Responsibilities:
Being part of our dedicated team, the successful candidate will manage the day-to-day activities including but not limited to:
• Follow up on Class and Flag Status of each vessel and arrange for Surveys/Services as required
• Monitor and maintain ship certificates on electronic drive. Liaise with Technical Managers, well in advance of their due dates.
• Follow up on repairs/services as arranged by the Technical Manager in consultation with the purchasing department.
• Assist with annual budget preparation and follow up from vessels
• Assist with compilation of specifications and quotation for dry docking of company’s vessels
• Assist with compilation of docking reports as provided by the Technical Manager
• On occasion follow up with purchasing requirements as arranged by the Technical Manager is required - liaising with the Purchasing Department
• Assist with compilation of Insurance Claim documentation
• Provide remote assistance to the Technical Managers when they are travelling on ship visits
• Assist the Superintendent with Management Reports as needed
• Assist the Chartering Manager with bunker procurement
• Filing of certificates, weekly and monthly reports and documentation as received from the vessels/other parties
• Update electronic filing on the internal S-drive
• Send out certificates/documents to the vessel - write official letters/follow up on response from the vessel
• Arrange and follow up on Travel Requirements for the Superintendents
• Assist with documentation on ISM/ISPS/MLC and Crewing and other administrative duties when called upon.

Position requires skills and knowledge in the following:
• Technical background experience
• Advance knowledge of MS office suite (Excel, Word, Power Point)
• Familiarization with any Planned Maintenance software (TM Master plus)
• Fluent speak/written English language

Suitable candidates will ideally be appropriately qualified coupled with a minimum of 1 years dedicated experience. Previous seagoing experience would be advantageous. However, recent Engineering graduates from Maritime Colleges with exceptional credentials may also be considered.
Applicant should possess good communication and interpersonal skills with a proven ability to relate well with people across all levels and cultures, possess good teamwork capability, with ability to work with high sense of urgency.
TransAtlantic Lines offers competitive compensation and an excellent benefits package.
Company: TransAtlantic Lines
E-Mail: ramesh@transatlanticlines.com
Notes: Qualified, interested applicants are invited to e-mail a cover letter and resume, with the subject line Technical Assistant Position.

Position C:

Maine Maritime Academy in Castine, Maine, is seeking to fill the following full-time, continuing positions to work aboard its training vessel, The Training Ship State of Maine (TSSOM):

Ship Electrician
2nd Assistant Engineer

MMA also seeks to fill the following temporary positions for the 90 day Summer Cruise, scheduled from May 5, 2017 to August 2, 2017:
Deck Watch Officer (3rd Mate)
Deck Watch Officer/Day Worker
Engine Watch Officer (3rd Engineer)
Sr. Training Officer (Deck)
Assistant Training Officer (Deck)
Assistant Training Officer (Engine)
IT Coordinator
Doctor
Plumber

If necessary, there will be an option for a 45-day cruise. Cruise A will start May 5, 2017 and end June 18, 2017. Cruise B will start June 18, 2017 and end August 2, 2017.
For the health and wellbeing of our community, the Maine Maritime Academy campus and vessels (ashore and afloat) are smoke- and tobacco-free as of August 1, 2016.
Women, minorities and veterans are particularly encouraged to apply. EOE.
Company: Maine Maritime Academy
Website: www.mainemaritime.edu
Notes: For complete job descriptions and an online application form, visit www.mainemaritime.edu and click on ‘Employment at MMA.’

Position D: Claims Executive

Reporting to: Regional Claims Director
Division: CT - P & I
Location: New York
Position E: US Operations Trainees

OLDENDORFF CARRIERS combines its history as a German shipowner with the network of one of the world’s leading dry bulk 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 dry bulk 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. (HW05-17)

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. (HW05-17)

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 detailed 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. (HW05-17)
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-fixture evaluation of charter party terms, voyage data management, and post-fixture 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:
• 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

THE ONE MARITIME TECHNOLOGY EVENT YOU CAN’T AFFORD TO MISS.

SHIPPINGInsight 2017
6th Fleet Optimization Conference & Exhibition
October 10-12, 2017 at Stamford Marriott Spa & Hotel - Stamford, Connecticut

It’s time to start planning for the 6th annual SHIPPINGInsight Fleet Optimization Conference & Exhibition. This year, we’re planning a 2 1/2 day conference that will include more speakers, more roundtables, more exhibitors, more sponsorship opportunities, more shipowners and – most important – more networking opportunities. The overall theme is practical technology solutions to operate ships and fleet more efficiently.

SHIPPINGInsight 2017 at a Glance:
• 200+ registered delegates
• 35+ shipping company executives confirmed
• 2 ½ day conference
• 6+ keynote speakers
• 5 panel sessions
• 6 open roundtable sessions
• 19+ hours of scheduled networking events
• Presentation of SHIPPINGInsight Award

Contact: info@shippinginsight.com | Phone: +1 434-295-6642