UPCOMING EVENTS

SAVE THE DATES

MAY 2019

Monday Afternoon, May 13, 2019

CMA Spring Golf Outing
Sterling Farms Golf Course
1349 Newfield Avenue, Stamford, CT 06905
LIMITED SPACE AVAILABLE
See Page 4 for more information

Thursday, May 23, 2019

CMA Monthly Speaker Lunch

Speaker: Kevin Cook, Rear Admiral, US Coast Guard (ret), Executive Advisor, GTT – North America

The Rising Tide of LNG as a Marine Fuel

GTT has been a leader in LNG carrier technology for more than 50 years and they are now working their way into a leadership position in the LNG as fuel arena. The presentation will provide the background to understand various factors influencing the growing number of ships turning to LNG as fuel. The most up-to-date facts and figures about the expanding LNG infrastructure will be included. LNG fuel installations in a number of vessels classes will be highlighted through a discussion of actual projects, including an ambitious retro-fit project which GTT just announced.

Water’s Edge at Giovanni’s II
2748 Post Road, Darien, CT 06820
Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
Members: $50 per person / Non-Members: $60 per person

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

PRESIDENT’S NOTES

As required by our By-Laws, we had our Annual General Meeting (AGM) on Thursday, April 25th. It’s a great opportunity to hear about how things are going, as well as being, literally, a free lunch to members in good standing! I would encourage all of our members to try to attend next year's AGM, and by all means, to let me know if you have any questions during the meeting. For me, it’s a great opportunity to talk about the past year, and also to talk about what we can look forward to in the coming year. Considering that I have only one year left as CMA President, it was especially meaningful to me.

As for the state of the CMA, things continue to move in a good direction for us. CMA Shipping 2019 was a great success, and was a year of transition for us, as we had both

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IMS and Informa working at this year's event. Next year, the Conference will be fully in the hands of Informa as organizers. A number of people noted that the CMA Conference did not seem as well attended this year, but interestingly, this was actually due to the fact that the floor layout was different this year, with the delegate lunches and Gala dinner taking place in the Garden Pavilion. This opened up more floor space to us, which we badly needed, but masked the fact that attendance was actually up about 10% from the 2018 Conference. Our 2018 Commodore, Sabrina Chao, came back this year to pass on the Commodore's hat to John Hadjipateras, and she mentioned to us that until she experienced the 2018 Conference, she hadn’t realized just how strong the shipping community is here in Connecticut – that’s a real tribute to our membership, and how the CMA has always operated.

Membership does change a bit from year to year, up one year, down the next, etc. With about 1,100 members at the moment, we are down a bit from last year. I would like to challenge all of our current members to try to recruit one or two new members before the CMA Summer Picnic this year. Remember that membership costs on $75.00 per year, and if you attend the AGM and Holiday Party, which are both free to members, and the Summer Picnic, which is significantly subsidized by the CMA, you are well ahead of the game, not even to mention the networking opportunities at these events. Please encourage your friends and colleagues to join – it's important.

During the government shutdown earlier this year, the Board made the decision to donate $20,000 to the Coast Guard Mutual Assistance Fund, to help those in the US Coast Guard make ends meet during that difficult time. We have a special relationship with the US Coast Guard, and certainly, rely on them for so many things. We were glad to be able to provide them some measure of relief.

CMA Softball has started again this year, although there were not enough teams to support the league at the Trinity Catholic field, we have sponsored two teams in the Stamford town league, and are considering other uses for the field at Trinity Catholic this summer.

Our other annual events remain popular and well attended. We had 359 at the 2018 Summer Picnic, and the Holiday Party was also quite well attended. Our Summer and Halloween Happy Hours will continue in 2019, and Mike McCormick recently organized a virtual golf event which was well attended and got very positive feedback, and so we are planning to do this again in 2020.
Our next event is the annual CMA Golf Outing at Sterling Farms on Monday, May 13th. Please don’t forget to RSVP with Lorraine, as this event always sells out.

Finally, we also took care of our Board elections at the AGM. Marina Critides and Jess Hurwitz were both re-elected for their second 2 year term as Secretary and Communications Chair, respectively. We thank them for their hard work over the past two years, and are grateful that they will both be serving for a second term. Patrick Bähr and Mike McCormick were both appointed in recent months to fill open positions as Planning and Administration Chair and Social Chair, respectively. They have both already set a high bar (bähr???), and we are pleased that they are now officially elected and starting their first full terms on the CMA Board.

Please remember that this is, ultimately, YOUR Connecticut Maritime Association. Our strength as an organization comes from our membership, and from the expertise in the shipping industry that each of our members has. Please take advantage of the membership roster that members have access to, and encourage your friends and colleagues to join. As our membership grows, so too will our strength as an organization, and your help in this task truly is important to us. Thanks again to you all for your support over the past year, and all of us on the CMA Board are looking forward to another exciting and productive year ahead!

FROM THE EDITOR

CMA Shipping 2019 is over and now the Post Mortem. I am happy to say attendance was up over last year most easily noticed by the number of guests at the Gala Dinner. Even the last session, the Commodores Debate, featuring more Commodores than in past Shows, almost filled the room. Lastly. this year we had 160 exhibits, about 30 more than in past years.

Mark your calendar now for next year --- Tuesday March 31-through Thursday April 2, 2020.

The Show’s Post Mortem has spurred thinking about what areas are most in need of understanding. Among them I think some attention should be devoted to shipping’s relations with its clients --- the cargo and intermodal interests. We did that at Shipping 1990. It was amazing how much we learned and 30 years later the issue is more compelling. I also think we should look at energy consumption and the future of tankers.

Having worked on the docks as a cargo stowage supervisor between trips to sea I see the changes in cargo handling, ports, port access and trade development as a looming game changer. However, the motivation for change starts ashore, not alongside the pier. I have spent a considerable portion of my career ashore with shippers — miners, chemical manufacturers, processing industries and several aspects of the agricultural business, as well as merchants and, traders. People outside our business seem to think carriers (ship owners/operators) determine where cargoes are loaded or discharged. I often hear “dredge it (a port) and ships will come” – but it is the logistics ashore that determine the load and discharge port.

I recently read that ports are facing rising competition among themselves. That is most easily understood on the liner side (containers) where shore space is critical to scale and labor flexibility (work rules and acceptance of automation) join intermodal connectivity as critical. The new thought is that collaboration among ports might be the only way to create, protect and grow markets (i.e.- shore jobs and therefore economic sustainability). Regionalization created mega-ports (e.g.-Los Angeles-Long Beach, San Francisco Bay, New York-New Jersey) by force of population density. Smaller ports, and those with lower surrounding population densities, will have to engage each other as well as shippers and bring local or regional ports and intermodal connections into some kind of cooperative. Supporting that thought, in a recent McKinsey Global Institute interview, Thomas L. Friedman, NY Times foreign affairs columnist and author of “The World Is Flat”, looking at today’s world, observed the “world’s gone from flat, to fast, to deep.”

My other hot topic is energy consumption. According to the Energy Information Administration (EIA) primary energy consumption in the United States reached a record high of 101.3 quadrillion British thermal units (Btu) in 2018, up 4% from 2017 and 0.3% above the previous record set in 2007. Consumption of fossil fuels — petroleum, natural gas and coal --- grew 4% in 2018 and accounted for 80% of U.S. total energy consumption. Natural gas consumption reached a record high by rising 10% from 2017. You can find the details in EIA’s “Today in Energy” of April 16, 2019 which documents US trends.
We are pleased to welcome the following new members.

Mr. Avtar Singh Ahluwalia, Freelance Consultant - Tankers, Pomona, New York
Mr. Darren Bruno, Legal and Claims Consultant, Independent Maritime Consulting, Southport, Connecticut
Ms. Larisa Bulachi, Paralegal, Berman Legal LLC, Westport, Connecticut
Mr. Austyn Carolin, Associate Attorney, Tisdale Law Offices LLC, Southport, Connecticut
Mrs. Angel Ekenberg, President, KE Marine/Worldwide Diesel Power, Jacksonville, Florida
Mr. Robert Meehan, Managing Director, Eastport Maritime USA LLC, Manhasset, New York
Ms. Thao Hoang Thu, Student, New Jersey City University, Jersey City, New Jersey
Mr. Justin Prescott, Accounting Manager, Eagle Bulk Shipping, Stamford, Connecticut
Mr. Steven Putnam, Managing Director, PEI Tech LLC – Aderco USA, Houston, Texas
Mr. William Riedell, Student, SUNY Maritime, Bronx, New York
Mr. William Toivonen, Senior Commercial & Shipping Advisor, ExxonMobil, Doha, Qatar

Welcome aboard.
Greg Kurantowicz, Membership Chair

**CALLING CMA GOLFERS -**

**CMA SPRING GOLF OUTING....**

**Monday afternoon, May 13, 2019**

Sterling Farms Golf Course
1349 Newfield Avenue
Stamford, CT 06905

Website: http://www.sterlingfarmsgc.com

We are getting close to our CMA Spring Golf Outing – **Monday afternoon, May 13**. After the winter hibernation, a nice afternoon of golf, on hopefully a lovely day, will be a great reward! **Only a handle of spots remain!**

Registration/Lunch commences at Noon
Shotgun start at 1:30 PM
Dinner in the tent directly following the afternoon of golf at around 6:00 PM until late.

We will stay with our latest format which is the “Simple Scramble” format. This means it is in essence a team event, but be assured that, as always, we will have plenty of prizes to give out at the end of the day.

The First Place Team will be presented with the “Graydon Michael Webster Cup”. Who will succeed our 2018 Champions **Impala Terminals**? The challenge is on!

To participate in this year’s Spring Golf Outing, the cost is $200 per person ($800 for a Foursome) and includes green fees, golf carts, lunch, dinner, open bar and, of course, lots of great prizes.

The outing is always full, so please register early by calling to reserve your place and then sending your checks in ASAP to secure your spot. Last few spots now!

If you don't play golf, stop by for dinner and cocktails after work – the cost for the Dinner only is $60 per person.

Each foursome must have at least one CMA Member in good standing. We also accept individual reservations and we will team up individuals for play.

Please make checks payable to “CMA” and send to:

Lorraine Parsons
Event Director
Connecticut Maritime Association
100 First Stamford Place, Suite 600
Stamford, CT 06902

Call Lorraine at +1.203.406.0109 Ext 3717 if you have any questions at all or if you prefer to pay with a credit card (Visa, MasterCard or American Express) or email LParsons@marinemoney.com
SPONSORSHIP OPPORTUNITIES……
A great deal of our past success can be attributed to the generous "Hole Sponsorship" of our members. It provides for the great prizes that are presented at the dinner, which are numerous and always so popular.

So come on and sponsor a hole at this year’s outing. You will receive a custom-made hole sign, praise at the dinner, an acknowledgement in our newsletter, and of course, the great appreciation of all the golfers and the CMA Board of Directors. Hole sponsorships are priced at $250 each, and again make checks payable to "CMA" and send to our address noted above or call for credit card payments. Final opportunity for hole sponsors so that signs can be ordered in time.

We hope that you will join us on May 13 for another great afternoon of CMA golf.

Best wishes,
Lorraine Parsons, CMA Event Director

Scholarship Program: Please join us at the CMA’s lunch-eon on June 13, 2019 when the Scholarship Winners will be announced.

Support CMAEF: Our donation form has been updated. It is on the following page and on our website.

Christeen Bernard Dür, Executive Director
Christeen@cma-edu.org

The CMA Education Foundation's mission is to foster future maritime professionals through the promotion and support of maritime related education through financial assistance and initiatives.
**Donation Form**

Name: _____________________________________________________

Tel: _________________________ Email: ________________________

Company (optional): _________________________________________

Address: ___________________________________________________

City/State/Zip/Country: _______________________________________

**Donation:**

I am making a one-time tax-deductible contribution of $_____________.

or

**Pledge:**

I pledge a yearly tax-deductible contribution of $___________________.

This pledge shall start on ___________ and be in effect until _______________ unless revoked by me at an earlier date.

__________________________   ______________________
Signature       Date

Company Match? If yes, Company Name:  ______________________________________

Checks should be made payable to CMA Education Foundation Inc.,
a 501(c)(3) tax-exempt organization.  CMA EF’s EIN: 27-5437946

**Send Completed Forms and Checks to Christeen Bernard Dür at:**

CMA Education Foundation, c/o Connecticut Maritime Assoc., 100 First Stamford Place, 6th Floor, Stamford, CT 06902

**For additional information, donations of securities or to discuss a planned gift: Contact Christeen at Christeen@cma-edu.org or cell: 914.602.3307.**
By Donald Frost

Plans announced last summer of the possible use of New London’s State Pier to receive wind turbine blades, turbine nacelles and modules to be assembled off the coasts of Connecticut, Rhode Island and Massachusetts took a giant step forward last week. Most of the financial details and consequences have been revealed in local newspapers. The promise of new jobs (construction as well as longer term positions), revenue for the State and Connecticut Port Authority and increased availability of non-polluting carbonless energy are all pluses.

Actual designs and plans are still in process of development, but one of the consequences that could be worrisome is the fact that during the upgrade period the property and actual piers (i.e. the former State Pier (built 1914 upgraded 1992) and what was the Central Rail Road of Vermont (sold to RailTex, then to the the New England Rail Road and now owned by the short-line railroad conglomerate, Genesee & Wyoming RR) piers will not be able to handle any cargo. Longshore labor is most concerned, but cargo interests are told New Haven may be able to handle their requirements.

While plans for New London are being completed and actual construction starts, the activity seems to have drawn attention to other maritime assets in the state. Manufacturing, once quite active, along the Thames River Valley, is being re-examined. Process industries and some materials businesses are looking into a brighter future. A future of lower cost wind power compliments continuing debate on when we can expect a significant move from fossil fueled transportation to electricity. That mind stretching effort also looks to a future switch from heating oil to natural gas.

Think about it! If there was less demand for oil derived fuel for transportation and home heating what will we do with all those ugly tanks (gasoline, oil and bio-fuel additives like ethanol) surrounding Bridgeport, and New Haven? Can you visualize turning that space into a compact marine highway port or ports? Things are moving much faster than we have accepted in the last 20 years.

Share your views on what could be. You will surprise yourself.

By Donald Frost

We are pleased to announce the following winners of our CMA Shipping 2019 Business Card Drawing:

A 1-Year Membership (New or 1-year renewal if already a CMA member)
Joseph H. Comer III, Naval Architect/Consultant, Maritime Solutions South, LLC, Fairhope, AL, USA

Complimentary CMA Events Pass for 2019, which includes the regular monthly CMA Lunches during 2019, 1 CMA Dinner Meeting (if held), 1 CMA Annual Summer Picnic at the Stamford Yacht Club and 1 Holiday Party in December 2019
Bob Titus, President, Seaford Chartering Services, Inc., White Plains, NY, USA

Complimentary Passes for 2 for the CMA Annual Summer Picnic at the Stamford Yacht Club – Thursday, July 11.
Frederik Jungmark, Sales Manager, Monjasa Americas, Stamford, CT, USA

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

To become part of the Job Mart please call (203) 406-0109 ext. 3717 or email: conferences@cmaconnect.com

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

SITUATIONS WANTED

Candidate 1: Experienced Regulatory and Compliance Executive
Seeking opportunities for advancement and growth with a company in need of an expert in compliance and regulatory affairs.

Regulatory, Quality, and Compliance
• Enforcement of the flag state Maritime Regulations and International Conventions
• Administrator of the Safety Inspection Program
• Review all vessel annual safety inspection reports and provide comments to the owners
• Review and issue Exemptions, Exceptions and Temporary Dispensation certificates IAW flag state International Regulation
• Provide Guidance to clients regarding interpretation of conventions and safety regulations
• ISO Quality Compliance
• Marketing of the Registry and its services to existing and potential clients
• Website Administrator

The increasing responsibilities of this role in the current regulatory market have ensured that I not only keep up to date with current regulations but market trends as well. This position is a constantly growing job with an ever increasing demand for work in marketing and networking in order to ensure the growth of the registry and maintain its good standing in the International shipping community.

Underway Experience
Deck Navigating Officer: 2001-2012
Third Officer to Chief Officer
§ Deck Department Head; Supervising between 8 to 12 individuals in the department in daily shipboard operations
• Responsible for all on board required training (including company, Coast Guard and Navy required subjects)
• Vessel Security Officer and Anti-Terrorism Officer; Ensuring that all port state and military requirements are met.
• Vessel Safety Officer; Ensure that all personnel are following safe working practices and trained in the same

During this period my responsibilities increased from a Junior Officer to a Senior officer while conducting the normal duties of Deck and Navigation watches, creating voyage plans and conducting vessel maintenance.

Certifications:
• ISO 14000 Certified Internal Auditor
• ISO 9001:2015 Certified Internal Auditor
• ISO 9001: 2008 Certified Internal Auditor
• Chief Mate, Unlimited Tonnage
• Master of Vessels, up to 1600 tons
• STCW 95, Fast Rescue Boat, GMDSS, VSO and Medical PIC
• U.S.C.G. Certified Train the Trainer

Additional Information:
• Published writer for several trade magazines
• Experienced in the training and development of deck officers
Telephone: 631-626-8462
E-Mail: goodwindmaritime@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

Candidate 12:
Objective
Recent graduate looking for a mechanical engineering position that offers hands-on engineering opportunities. Additionally I am seeking opportunities in conceptual and prototype testing as well as implementation and operation of legacy and emerging systems.

Education
The United States Merchant Marine Academy
June 2011 - June 2013
Kings Point, New York

Major: Marine Systems Engineering
Texas A&M University Galveston
September 2014 - December 2017
Galveston, TX

Major: Marine Engineering Technology

Marine Engineering Technology is an interdisciplinary education in applied Mechanical Engineering programs and is accredited by the Engineering Technology Accreditation Commission of ABET. The curriculum is a blend of Mechanical Engineering programs as applied to shipboard propulsion (steam, gas turbines and diesel), electrical power generation (steam, gas turbines and diesel electric power generation operations), electronics, and shipboard-related engineering.
Experience

Liberty Maritime Corporation
November 2012 - February 2013
• Junior Engineer aboard the M/V Prestige, New York. 120-days at sea. Global Circumnavigation.
• Supervisor: Chief Engineer Josh Reed
• Responsibilities: Engine room maintenance and operations for Large Slow Speed Diesel propulsion plant; Electrical generation and load balancing; hotel services (HVAC), water distillation. Duties also included making rounds and comparing mechanical gauges to the automation system and adjusting/calibrating discrepancies within the automation. In-port maintenance included disassembly, maintenance and repair of pistons, piston rings, cylinders, fuel injectors, turbochargers, and alpha lubricators for a MAN B&W 7-cylinder, large, slow speed Diesel. In-port duties included maintenance and repair of 3, medium speed, 10-cylinder, Hyundai Diesel Generators, and associated fuel filters, fuel and lube oil purifiers, jacket water temperature management systems, as well as management, and maintenance of an Aalborg, rotary cup, smoke in tube, auxiliary boiler for engine room service and hotel steam.

McAllister Towing and Transportation, Providence, RI
August 2013 - September 2014
• Port Engineering Intern and Operating Engineer aboard M/V Rainbow, M/V Reliance and M/V Puma
• Supervisor: Port Engineer Ethan Gifford
• Responsibilities: Operator of tugboat twin diesel propulsion plant and electrical plant generation for M/V Rainbow, M/V Reliance and M/V Puma for at sea harbor tug and escort operations. In-port maintenance included oil changes, injector testing, jacket water chemistry, and overhaul of 4-cylinder Detroit diesel generator. Other maintenance included bow mat restoration welding, ballast management, installation of radar upgrade package, and installation of wheelhouse remote engine and rudder controls.

Lakewood Yacht Club, Seabrook, TX
September 2014 - June 2017
(Summtertime and weekend employment while enrolled at Texas A&M)
• Green Fleet Optimist Dinghy Sailing Coach
• Program Director: Marek Valasek, Lindsay Valasek
• Responsibilities included taking care of, and teaching 6-12 year-old children how to sail and be successful at sailboat racing.
• This job requires patience, and the ability to communicate with children. Additionally, it helped developed my ability to organize groups of people towards common goals. Goals for children include: learning to rig a boat properly; sailing up wind; navigating a racecourse; and encouraging teammates to rise to their potential regardless of their current skill set.
• US Sailing Level 1 Certified Instructor
E-Mail: napingal@gmail.com
(S18-03)

Candidate 13: Looking for entry level work in transportation loss prevention, vessel/port planning and operations, marketing/business development, and personal assistant positions at a maritime-related company, government agency, nonprofit, investment bank or public/private partnership in the NYC region. Available to work October 2nd, 2017.
Graduated from SUNY Maritime College with a Master of Science in International Transportation Management in January 2017. Worked as a Loss Prevention Summer Intern for the American P&I Club in New York City until October 2017. Co-authored a member alert on collision avoidance in anchorages off of Chittagong, Bangladesh and a club guidance on seafarer's mental health, in addition to organizing survey compliance data on member vessels.
Former tugboat dispatch intern with McAllister Towing and a former intern/admin assistant for Ted Panourgia at All Marine Spares International in Stamford, CT. Former CMA intern at Holland and Knight LLP, in New York, NY and the Seamen's Church Institute in Port Newark, NJ. Co-wrote article for the Greek magazine "Shipping International" titled "The Challenges of Modern Piracy". Published in October 2012. CV and recommendations available upon request. Willing to commute within the NYC metropolitan region.
Email: napingal@gmail.com (S18-03)

Candidate 14: Transformation, Innovation, Technology & Blockchain for Shipping
Experienced NYC metro area shipping industry executive is seeking a new management role directing transformation, innovation, automation, etc. in the maritime industry. Let me help your company become more competitive, develop strategy, save money and be better prepared for the massive changes coming to shipping in the near future. Are you ready to start discussing and executing plans for automation, blockchain, analytics, IoT, cybersecurity, artificial intelligence, machine learning and discovering new ways to model your business and connect with the rest of your supply chain? Let's discuss your future plans today and see how I can help get you on the road to the future.
E-Mail: transformation@dx9.io
(S18-04)

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 A: Staff Accountant
Fairfield Chemical Carriers Inc., a Wilton, Connecticut-based multi-national chemical tanker owner / operator, seeking a full-time Staff Accountant.
Key responsibilities:
• Prepare and post journal entries, maintain general ledgers
• Account reconciliations
• Profit and Loss variance analysis
• Prepare trial balances and supporting schedules
• Assist with month end close
• Track intercompany transactions among several closely-related entities
• Assist with annual year-end external audits
• Billing, accounts receivable and credit management
• Payment processing including wire transfers, prepayment schedules
Requirements:
• 5+ years of general ledger accounting experience
• Proficiency ERP system
• Microsoft Office software, advanced Excel skills
• Degree in Accounting preferred
• Ocean transportation and/or chemical tanker shipping industry experience ideal

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E-Mail: transformation@dx9.io
(S18-04)

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E-Mail: transformation@dx9.io
(S18-04)
Profile:
- Clear and organized written communication skills; ability to organize concepts
- Ability to deal with constantly shifting priorities and deadlines
- Strong attention to detail, analytic thinking and problem-solving skills
- Driven by new challenges
- Resourceful team-player, with the ability to also be effective independently

Contact: Rosie Dillon
Company: Fairfield Chemical Carriers Inc.
E-Mail: RAD@fairfieldchemical.com
Notes: Please email cover letters and resumé’s to Rosie Dillon

Position C: Construction Supervisor
Moran Towing Corporation, a leading tug and barge services company with locations spanning the U.S. Atlantic and Gulf Coasts, has an exceptional opportunity available for a Construction Supervisor. Moran is a growth oriented company committed to providing safe, high quality, and efficient tug assist, towing, transportation and related maritime services to our world-wide customers.

Position Summary
The primary focus of this position is the on-site inspection of tugboat construction. Reporting to the Vice President, Engineering Services, the Construction Supervisor will work out of East Boothbay, ME or other shipyard locations as appropriate.

Specific Responsibilities
- Ensure that the shipyards produce quality vessels in accordance with the negotiated contracts and specifications.
- Recommend design modifications to improve safety, reliability, and crew ergonomics.
- Coordinate new vessel delivery logistics with the division receiving the new vessel.
- Provide innovative ideas for supporting & advancing corporate quality & safety.
- Develop and maintain construction files from contract through delivery.
- Assist in managing owner furnished vendors.
- Respond to warranty issues as necessary.
- Prepare written reports on construction schedules and maintain related data and statistics.
- Work with ABS and regulatory agencies.
- Other responsibilities as assigned.

Required Qualifications
- Experience in maritime operations, construction, or repair.
- Demonstrated knowledge and application of concepts and practices in safety, marine engineering, and maintenance to assist in the oversight of new construction.
- Strong written and verbal communication skills, attention to detail.
- Proficiency in Microsoft Office applications.
- Valid driver’s license.
- Ability and willingness to travel.

Physical Demands
- Occasionally crouch, stoop, or kneel when inspecting the vessel;
- Occasionally lift and/or carry items up to 50 pounds; and
- Withstand occasional exposure to heat, cold and or/humidity.

Moran offers competitive compensation and an excellent benefits package, including a stellar 401(k) Plan.

Moran Towing Corporation is an Equal Opportunity Employer and welcomes all qualified applicants. Applicants will receive fair and impartial consideration without regard to race, color, national origin, religion, gender, age, disability, veteran status, genetic data, or other legally protected status.

Company: Moran Towing Corporation
Website: www.morantug.com
Notes: Qualified, interested applicants must apply online at www.morantug.com by submitting a cover letter and resume with the subject line Construction Supervisor.

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UP COMING EVENTS

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