As I write this month’s article, we are only days away from the 2018 mid-term election. I think it’s fair to say that from any vantage point there has been a lot to keep track of over the past couple of years, but in the context of this newsletter, we have had some discussions regarding trading strategy. While the President can certainly make many decisions regarding certain trade policy unilaterally, it is interesting to consider whether or not the eventual outcome of the upcoming election might have any impact on these sorts of decisions going forward. We will find out soon.

We are, as an industry, also facing new regulatory policy that will soon be implemented, specifically the 2020 sulphur cap. The CMA’s October lunch had an all-star panel discussing the 2020 sulphur cap in the context of the off-spec bunker fuel issue that our industry has been working our
way through over the past few months, and one of the takeaways was that the bunker spec issue is not expected to be fully resolved any time soon, and the 2020 sulphur cap may not make the issue any simpler. Thanks so much to our excellent moderator, Bob Kunkel of AmTech, and the panelists Rasmus Jacobsen (Monjasa Americas), James Power (Holland & Knight), Kevin Cote (Innospec Fuel Specialties), and John Walker (Braemar Technical Services). There was a great deal of information presented on this important topic, and we are so pleased to have been able to bring this to our members.

Our Halloween Happy Hour at Sign of the Whale was a big success again this year, with about twice the turn-out this year from last year. Thanks to all who attended in their “street clothes” and donated to the CMA Education Foundation on entering, and thanks also to all of those who came in costume, which ran the gamut from interesting to entertaining. Congratulations to all of the winners of the costume contest, and also the business card drawing. There were some great prizes! Thanks to our new Social Chair, Mike McCormick, for drumming up gift cards and Rangers tickets for the lucky winners! We are glad that this has gained traction as an annual event.

Our next event is our 7th annual Manhattan lunch, on Thursday, November 15th, at The Harvard Club. This year we are quite excited to welcome John Hadjipateras, Chairman & CEO of Dorian LPG. These are always wonderful events, and an opportunity for all of our membership to hear from some of our industries most senior decision makers, and present them with your questions directly. Seats are always limited at the Manhattan luncheons, so please RSVP to Lorraine Parsons early. This is an opportunity that shouldn’t be missed.

It is a little bit difficult to believe that we are already in November, but since we are, please save the evening of December 11th for the CMA Holiday Party at Sign of the Whale in Stamford. We have been getting lots of members attending this event each year. While the event is free to our members in good standing, we do ask that everyone bring a toy to donate to Toys for Tots – a worthy cause, indeed. So, please make certain that your membership is current, and remind your friends and colleagues to do the same, and if they are not members, encourage them to join us! This is an excellent opportunity to catch up with old friends, and even make some new friends! So, pick up a toy to donate, and enjoy a festive evening with friends and colleagues on the CMA! We hope to see you all there!
October was a busy month for shipping. Maybe a bit more so for Wall Street but I digress. Welcome to November. As the year ends (OMG!) the pace of professional and social activities picks up I am reminded why we are in this business. We, as all traders, are tribal and we like being with those that comprise our global network.

I few noteworthy items you might not have followed:

Jack Buono retired President and CEO of ExxonMobil’s shipping subsidiary, SeaRiver Maritime Inc. has been appointed to be the new Superintendent of the U.S. Merchant Marine Academy at Kings Point by Maritime Administrator, Adm Mark Buzby USN (ret). Great news.

The date for the 2019 Annual Hellenic American Norwegian American Chambers of Commerce Shipping Conference will take place February 5, 2019 at the Apella at Alexandria Center NYC.

The Panama Canal set a new annual record amount of tonnage passing through the waterway in fiscal year 2018 at 442.1 million tons--- a 9.5% increase over 2017. The container segment continued to lead at 159 million PC/UMS tons of which 112.6 million transited the Expanded Canal or approximately 70 % of the traffic. LPG and LNG tankers sector were second at 130.5 million PC/UMS tons. Bulkcarriers were third at 73.7 million PC/UMS tons and vehicle carriers next at 49.5 million PC/UMS tons.

Analyst SealIntel reported on October 10 that shippers should expect a freight rate increase of between 13 and 20% as a result of increasing fuel prices in 2019.

For those ship brokers who can still answer phones, read and have been fixing ships/cargoes for 25 years or longer the 25 Club will meet November 14, 2018. Contact Bob Moravek at MORAVEK@SOSTRAR.COM

Happy Thanksgiving. Don’t forget CMA’s Christmas Party at Sign of the Whale December 11.

Don Frost

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We are happy to welcome new members.

Mr. Jeffrey Lee Covert, President, Covert Transportation Logistics, LLC, Manasquan, NJ

Mr. Paul N Delacruz, VP, Mid-Gulf Shipping Co Inc, Kendall Park, New Jersey

Mr. Dave Ellis, Chembulk Tankers, Southport, Connecticut

Ms. Dana S. Erskine-Pando, Chief Ops Officer, Flying Nurses International, LLC, Palm Coast, FL

Mr. Eric S Frank, Country Manager, Global Maritime, Houston, Texas

Mr. Matthew Freitas, Student, SUNY Maritime, Throggs Neck, New York

Mr. Jamison Jedziniak, Associate Attorney, Tisdale Law Offices, LLC, Southport, Connecticut

Mr. Steve Laino, Chembulk Tankers, Southport, Connecticut

Ms. Jasmine Lim, Chembulk Tankers, Southport, Connecticut

Mr. Nikos H Petrakakos, Vice President, Seabury Maritime PFRA LLC, Edison, NJ

Mr. Melbourne Pinks, Chembulk Tankers, Southport, Connecticut

Mrs. Sofia Pitellou, Non Executive Partner, Vectors LLC, Athens, Greece

Mr. Edward Urquhart, True North Chartering LLC, Wilton, Connecticut

We look forward to meeting you at our next event.

Greg Kurantowicz, Membership Committee Chair
HALLOWEEN HAPPY HOUR

On October 30 CMA again held our Fall Happy Hour at SIGN OF THE WHALE in Stamford.

Thank you to all who attended. The night was filled with ghosts, ghouls and even some fools, capped off by our annual costume contest and a business card raffle. The well attended event raised $225 for the CMA Education Foundation from our “non costumed” revelers.

Voting in the Costume contest seemed to be tighter than the upcoming Gubernatorial Race, and in the end, we had some very happy winners.

First Prize – Mike McCormick, Odin Marine Group – 4 New York Rangers tickets


Third Prize - Elina Kaso, Q88 - $150 Gift Certificate to Harlan Social.

We would like to recognize Moran Towing, Inchcape Shipping Services, Q88 and Moran Shipping for their generous contributions towards drinks, the costume contest and the raffle!

Please keep an eye out in the next newsletter for new upcoming social events over the winter. If you have any ideas for an event or are interested in sponsoring an event, please don’t hesitate to contact me.

Mike McCormick, Social Chair
mrm@odingroup.com
Ships & Money
19th Annual Ship Finance Forum

Wednesday, November 14th, 2018
Convene, 117 West 46th Street (between 6th & 7th Avenues),
New York City

Investment Opportunities & Funding Sources

Prime Sponsors

Corporate Sponsors

www.marinemoney.com

Media Supporters
The session was titled “The Partnership Between Shipper and Shipowner”. The moderator was the Executive Director of Shippers for Competitive Ocean Transport. Panelists included the VP Foreign Traffic & Distribution, of May Department Stores (now Macy’s); Manager Sales & Service Traffic Systems of Champion International Corp.; Manager of International Transportation and Distribution Planning for Olin International; and the Managing Director of the Transpacific Westbound Rate Agreement.

Their conclusions were surprising to many of us who fight for every nickel of freight. The “retail” transportation buyer did not need the absolutely lowest freight, although rates had to be competitive with rates quoted to their peers. They can adjust their selling prices at point of sale to remain competitive there. They valued services from the carrier such as tracking shipments, timeliness of deliveries and good communication between carrier and shipper more than the last penny in freight.

Retailing aims to sell to the end user while wholesaling focuses on economies of scale of the sale. Each balances pricing against the customer’s package of needs and pref-
erences. Retailers and their customers value things such as immediacy of delivery, fashion, convenience, and ease of completing the sale transaction. Wholesale customers seek to resell the commodity, product or service to a large number of, often disparate, customers many of whom they do not deal with directly. Without any, or very few ways to differentiate what they are selling from the offerings of competitors, they are exceedingly price sensitive.

Of the many studies that have been done on Americas' Marine Highways the one funded by the I-95 Coalition stands out as exceptionally thorough. However, as I recall, the members and funders of the study (the list of coalition members is not on the Coalition's website) are mostly large-scale resellers who are dependent on low priced transportation for the products they sell.

The figures quoted in September for the contents of the sea containers transiting I-95 estimated that 40% were articles or sub-assemblies meant for a manufacturing process or final manufacture at their destinations. The balance (60%) is likely to be consumer goods destined for direct sale to consumers by retail outlets.

If more than half the potential cargo is controlled by those who sell retail and are less sensitive to freight and more concerned about their cargoes traveling time from an ocean vessel, onto a slow moving barge that will stop at two or three or more ocean terminals in the Port of NY-NJ on its way to Connecticut, after which they will travel by highway to consumers, why are we surprised that such shippers are reluctant to sign contracts to move their cargo via LI Sound. If things go wrong and the cargo is either becomes unsaleable or only at deep discounts, why should we question the status of the Marine Highway in Long Island Sound?

Locally, in 2002 Connecticut's Transportation Strategy Board called for updates to the State's 20-year strategic plan for transportation in south western Connecticut by 2006. That plan included five broad strategies and five “projects”. It appears none of the strategies have been acted upon. Of the five “projects” only the purchase of more commuter rail cars (a top priority) has been done. A second “project” included “create a container barge feeder service from Port Elizabeth to a Connecticut port or ports.” Their study favored discharge in Bridgeport while separately the Port Authority of NY-NJ concluded New Haven's easy access to I-91 and population into central Massachusetts, would increase the feeder traffic range and volume.

Nothing came from any of the studies. Could it be that their goal of reducing highway traffic ran counter to the goals of both classes of shippers?

Should we add “Retail or Wholesale” to September's list of challenges?

PS-
Professor Ira Breskin’s book “The Business of Shipping” (Cornell Maritime Press 2018) discusses the larger issue as follows. “The concept (America's Marine Highway) has not taken hold for several reasons: required employment of high-cost Jones Act ships for the service, which eliminates any price advantage compared to competing overland road transit; in most case, the need to ultimately load and discharge cargo from truck to complete the delivery and the paucity of waterside infrastructure to accommodate vessel berthing.”

CALL FOR PAPERS

The Connecticut Maritime Association (CMA) and the CMA Education Foundation are seeking entries from students attending American maritime colleges and universities with programs and/or courses that deal with shipping, international trade and marine transportation.

The Connecticut Maritime Association, Inc., is a not-for-profit organization established in 1984 and has an educational mission. It is an association of individuals representing every aspect of shipping and international trade, both ship and cargo interests.

CMA's annual Trade Show and Conference, April 2-3-4, 2019, will feature a session entitled “Student Research Presentations on the Business of Shipping” on Wednesday, April 3, 2019. To qualify a student must be an individual working towards a Bachelor's or Master's degree in a US university.

All papers are to be original manuscripts and the topics should have practical application to industry problems, issues, or policies. Papers will be reviewed by teams from academia and industry. Three papers will be selected and awarded certificates, with a first place award of $2500, second place award of $1500, and third place award of $1000.
The technical, regulatory and financial aspects of the 2020 global fuel sulphur cap regime understandably loom large in people’s minds. But the importance of the contractual dimension should not be overlooked. BIMCO is forging ahead with an all-encompassing 2020 Clause for charter parties, which should be published in November.

You may however be fixing long-term business now and need to rely on existing charter party bunker clauses. What considerations should you make to avoid potential disputes in the run up and coming into force of the 2020 sulphur limit?

Timings:
12:00 - 13:00 Lunch
13:00 - 17:00 Seminar and workshop

Members of the following supporting organisations can sign up for the discounted BIMCO member price;
Association of Shipbrokers and Agents (ASBA)
Chamber of Shipping of America (CSA)
Connecticut Maritime Association (CMA)
Society of Maritime Arbitrators (SMA)
West Gulf Maritime Association (WGMA)

CMA Members should use the following Promo Code when signing up to get the discounted BIMCO Member rate: 2020US

10% group discount is available for registering 3 or more participants from the same company. Payment by credit card only.

BIMCO Members, and members of supporting organisations:
EUR 180
Other: EUR 250

Further details and registration here
Download programme
Venue: Hilton Stamford Hotel & Executive Meeting Center, One First Stamford Place, Stamford, CT 06902
CMA SPECIAL EVENT

NYC SPEAKER LUNCH -
THURSDAY, NOVEMBER 15TH -
JOHN C. HADJIPATERAS TO SPEAK

Carrying on the tradition, and for the 7th year running, we are once again holding the CMA November Speaker Lunch in New York City. John C. Hadjipateras, Chairman & CEO of Dorian LPG will be our lunch speaker on Thursday, November 15th. This is one event you do not want to miss. Seats are limited and we will fill up fast, so make your reservation (and pre-payment) without delay to avoid disappointment. Here are the details:

When: Thursday, November 15th, 2018

Where: The Harvard Club of New York City
35 West 44th Street, New York, NY 10036
(between Fifth & Sixth Avenues)

(note that for our event it is easiest to use the new entrance at 27 West 44th Street, which will take you straight to the rooms we are using!)

Check in: Cambridge Rooms Foyer – 2nd Level
Cocktail Reception: 12 Noon – Gordon Reading Room – 2nd Level
Seating for Lunch: 12:45 pm – Cambridge Rooms – 2nd Level

Why: John C. Hadjipateras, Chairman & CEO of Dorian LPG

John C. Hadjipateras serves as Chairman of the Board and as President and Chief Executive Officer of Dorian LPG. Mr. Hadjipateras has been actively involved in the management of shipping companies since 1972. From 1972 to 1992, Mr. Hadjipateras was the Managing Director of Peninsular Maritime Ltd., in London and subsequently served as President of Eagle Ocean. He has served as a member of the board of the Greek Shipping Cooperation Committee, of the Council of Intertanko and has been a member of the Baltic Exchange since 1972 and of the American Bureau of Shipping since 2011. He also served on the Board of Advisors of the Faculty of Language and Linguistics of Georgetown University and is a trustee of Kidscape, a leading U.K. charity organization. He was a Director of SEACOR Holdings Inc., a global provider of marine transportation equipment and logistics services, from 2000 until 2013.

About Dorian LPG Dorian LPG is a liquefied petroleum gas shipping company and a leading owner and operator of modern very large gas carriers (“VLGCs”). The founding executives have managed vessels in the LPG shipping market since 2002. Dorian LPG currently owns and operates a fleet of 22 modern VLGCs, including 19 new fuel-efficient 84,000 cbm ECO-design VLGCs and three 82,000 cbm VLGCs. The twenty-two VLGCs in its fleet have an aggregate carrying capacity of approximately 1.8 million cbm and an average age of 4.0 years as of September 1, 2017.

How: $115 Members/ $130 Non-Members
Pre-payment required for this one by check or credit card.
For Reservations and payment advice email LParsons@marinemoney.com or call Lorraine at 1.203.406.0109 Ext 3717

We hope you will join us to enjoy hearing from a great speaker in an exclusive venue!

Best regards,
Lorraine Parsons, Event Director, CMA
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 8: Technical Manager
An adaptable and results-driven risk manager with a strong background in marine engineering, strategic planning, operations analysis, ship construction, marine incident investigations and project management. Successfully utilizes broad-based knowledge and analytical skills to perform risk analysis on ship structural integrity, operations and maintenance. Ensures productive and safe work environment by conforming to marine quality assurance and regulations compliance. As a hardworking and detail-oriented producer, possesses a proven track record of exceeding established goals and contributing to the growth of a company.

Over 30 years’ experience gained both at sea and ashore from leading tanker companies US Flag (MSP and John’s Act) and foreign flag.

OBJECTIVE: To work with a forward thinking shipping company where I can utilize my previous working experience both commercial operations and technical from ship and shore.

AREA OF SPECIALIZATION:
- Strategic and Operation Analysis.
- Ship Construction
- Risk Analysis - Ship’s Structural Integrity.
- Risk Analysis - Ship’s Operation and Maintenance.
- Marine Quality Assurance & Regulation Compliance
- Marine Incident Investigation.
- Project Management (over 30 dry dockings domestic and foreign shipyards)
- Third party ship managers interaction as Owners representative

Full resume and references available upon request.

Telephone: +1 (203) 434 4571
E-Mail: andrezb@hotmail.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

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 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 various engine components and associated equipment.

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 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 commute within the NYC metropolitan region.

Email: Rnigel.pritchard@gmail.com, Cellphone: 646-378-8446 (S17-10)

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: Boarding Agent/Operations Assistant

Connecticut based ship agency seeking an entry level or experienced boarding agent/operations assistant.

This is a great opportunity to make an entry into the commercial maritime industry or as a first position for a maritime grad.

Extensive travel in the tristate area and occasional travel throughout New England will be required. Excellent

E-Mail: hr@newenglandshipping.com

Notes: Salary and social benefits and use of a company vehicle. Send resume and salary requirement. (HW010-18)

Position D: Claims Manager

True North Chartering LLC

We are a Connecticut based oil tanker brokerage company primarily focusing on the CPP and DPP markets.

Position Open: Claims Manager

The ideal candidate will have high attention to detail, good organizational skills, and is a strong team player.

Previous claims and/or tanker operations experience required. Responsibilities include but not limited to;

• Receive from Owners their demurrage claims / rebill invoices and submit to Charterers after a review for accuracy.
• Send Time Bar reminders to Owners
• Provide advise / suggestions to assist our clients close out disputed claims.
• Maintain close working relationships with our clients
• Prepare and submit Monthly outstanding claim reports that may be requested by our clients

• Send routine reminders to our Charterers regarding open claims and keep vessel Owners updated on the status of their claim
• Maintain our claims database
• Some travel will be required
• Work closely with our broker and operations desk

Competitive salary and benefits available to the right candidate.

Contact: Christian Uecker
Company: True North Chartering LLC
E-Mail: careers@truenorthchartering.com
Notes: Please submit resumes to Christian Uecker (HW11-18)

UP COMING EVENTS

SAVE THE DATES

NOVEMBER 2018

Thursday, November 15th, 2018

7th Annual New York City Speaker Luncheon

Speaker: John C. Hadjipateras, Chairman & CEO, Dorian LPG

The Harvard Club of New York City
35 West 44th Street, New York, NY 10036
(between Fifth & Sixth Avenues)

Check in: Cambridge Rooms Foyer – 2nd Level
Cocktail Reception: 12 Noon – Gordon Reading Room – 2nd Level
Seating for Lunch: 12:45 pm – Cambridge Rooms – 2nd Level

$115 Members/ $130 Non-Members
Pre-payment required for this one by check or credit card.

See Page 9 for more info – call Lorraine at 1.203.406.0109 Ext 3717 or email LParsons@marinemoney.com for reservations and payment advice.

DECEMBER 2018

Tuesday, December 11th, 2018

CMA Annual Holiday Party

From 6:00 pm-10:00 pm

Sign of the Whale
6 Harbor Point Road, Stamford, CT 06902
(plentiful street and surface lot parking close-by and use of the Harbor Point garages is available – before 6pm just say you are going to SoW and after 6pm the barriers are up!)

We invite our members to
Come Celebrate the Season at our Annual Party
Free of charge to CMA Members in good standing

(All we ask is that you bring an unwrapped toy for the U.S. Marine Corps. sponsored “Toys for Tots” program OR make a cash or check donation to the CMA Education Foundation (any donation welcome).