



**UP COMING EVENTS**

**SAVE THE DATES**

**OCTOBER 2019**

**Friday, October 25, 2019**

**(Yes a Friday for this one)**

**CMA Monthly Speaker Lunch**

*Final Countdown to IMO 2020 - The CMA presents a cross-industry moderated panel discussion focusing on providing the latest information, industry news, and important updates just 9 weeks before we cross the January 1, 2020 deadline for industry-wide global compliance by the maritime industry of the 0.50% global sulphur cap for marine fuels. Hear from a variety of industry experts on the current state and conditions related to IMO 2020 and what to expect in the coming weeks and throughout 2020.*

**Panel Moderator:**

Ian Workman, Account Manager, VPS Testing & Inspection

**Panelists:**

Rasmus Jacobsen, Managing Director, Monjasa

Marc Holm, President, Maersk Oil Trading

Other panelists TBC

**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

**NOVEMBER 2019**

**Thursday, November 14th, 2019**

**8th Annual New York City Speaker Luncheon**

**Speaker: Jeff Pribor, Senior VP & CFO,  
International Seaways - INSW (NYSE)**

**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.**

**For Reservations for all CMA Events please call**

**Lorraine at +1.203.406.0109 Ext 3717,**

**or email [conferences@cmaconnect.com](mailto:conferences@cmaconnect.com) or**

**[LParsons@marinemoney.com](mailto:LParsons@marinemoney.com)**

**PRESIDENT'S NOTES**

Sulphur!! It is October, and we are now very much in the home stretch as we race towards the implementation of IMO's 2020 Sulphur Cap Regulation. Whether Owners have chosen to comply with the use of scrubbers or compliant bunkers, there is a lot of work to complete between now and early December, and let's face it – if your ship is not compliant by early December, your vessel may be in a difficult position come January 1, 2020. As I have mentioned in the past, this is not a 2020 problem, it is a 2019 problem. With that said, Owners and Charterers of vessels that are going to be using compliant fuel are all busy, working together, in good faith, to closely manage the bunkers on board, making certain that the crews will have time and access to all of the bunker tanks for inspections and final cleaning, so that there will be no problems as the clock strikes midnight on December 31st, 2019.

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# • CMA INFORMATION •

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**THE CMA HOME PAGE ADDRESS IS  
www.cmaconnect.com**

## LETTERS TO THE EDITOR & NEWSLETTER

Donald B. Frost  
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**JOB MART:** Lorraine Parsons/Cari Koellmer  
Email: conferences@cmaconnect.com

**EVENTS & WEB:** Lorraine Parsons  
Email: conferences@cmaconnect.com

I took a moment before writing this to review what I wrote a year ago, in October of 2018, and you might recall that at that time, we were in the midst of the problem of IFO contamination that was causing a concerning number of engine failures. Thinking back on this issue, it is a reminder to me that cleaning bunker tanks to take compliant fuel is just the first step in the process of transitioning from 3.5% to 0.5% Sulphur fuel oil. We will be “feeding” our beloved vessels a new sort of food, and this needs to be done with care.

I was a bit surprised to find over the past week or so, two articles in the non-shipping media about the 2020 sulphur cap issue. Wired Magazine wrote an article about the Sulphur cap, and that while it will make vessels cleaner, it may come at a cost of higher priced consumer goods. It was well written, you can have a read [here](#).

The Independent, from the UK, wrote what I can only describe as a scathing article about the use of scrubbers – describing them as “cheat” devices that will “divert poisonous pollution into the sea.” While there are obviously a number of differing views regarding the choice of using a scrubber versus using compliant fuel, I must say that this article is quite strident in its opinion about open loop scrubbers, and by extension, our industry. Furthermore, having taken this strident and unflattering position of the issue, made no mention of the fact that only about 10% of the blue water fleet will be using scrubbers, while the other 90% of our vessels will be using compliant, 0.5% Sulphur fuel oil, and that, frankly, is a shame. It seems that they chose to make a point, rather than to present the full scope of the issue in order to allow the reader to come to their own conclusion. You can read this article [here](#).

Perhaps the most important take-away of these recent articles is that it seems that the world is watching us. These both strike me as unlikely publications to be taking up positions on this topic. However, I would remind you of what I have said many times over the past year. We are a clean industry. We are at the tip of the spear on a global level bringing about positive change for our environment. We are about to reduce our sulphur emissions SEVEN FOLD! That is an enormous reduction, and shows just how committed we are as an industry to the environment of our planet! We may not all have agreed on the time line for implementation, or the best way to achieve this goal, but I think it is fair to say that we have all agreed that it is the right thing to do. There is not another industry that can say

that they have achieved such an emissions reduction on a global scale. We should be telling this to everyone that we know, our friends, our family, anyone that will listen! And of course, we are not stopping here – we are working towards IMO's 2050 emissions goals as well. Our financing is starting to reflect our commitment to the environment as well, with the Poseidon Principles. It is OUR global shipping industry, which moves nearly 90% of all goods around the world while emitting only 3% of the world's Greenhouse Gases, that has accepted the challenge to reduce our impact on the environment even more. We have a great deal to be proud of, and we should be so proud to be leading the world in this way!

Vesa Kolvumaa of Wartsila gave us a fascinating presentation at the September CMA luncheon. The topic was 2030/2050 Decarbonization, and I think that it is fair to say that we all left the luncheon that day better educated than when we arrived. Thank you so much to Vesa for flying up from Houston to be with us. If you would like a copy of his presentation, Lorraine Parsons can email it to you.

On Friday, October 25th, our next CMA luncheon will host a panel presentation titled "Final Countdown to 2020." We are putting the finishing touches on a top notch panel of industry experts, to be moderated by Ian Workman of VPS. I would encourage all of our members to put this event in your calendar, because it will be filled with useful information. We will be sending out full details quite soon, so please be on the lookout. Also, if you have interest in being a supporting sponsor of this very important event, please let us know, and we can discuss some options for sponsorship with you.

Please note also that we are working hard on the agenda for CMA Shipping 2020, which is scheduled to take place at the Stamford Hilton March 31 – April 2, 2020. We will be celebrating our 35th Conference in 2020! Thanks for all of your support through all of these years! The preliminary agenda can be found on line, and I encourage you to have a look. It can be found [here](#). We are very excited about the content that we are developing for our community, and we are confident that you will find it to be a relevant and productive event!

Finally, we have one quick housekeeping item. It has been many years since we have increased the cost of CMA membership, and having reviewed the cost of other organizations and other factors, we have made the decision to

increase the cost of CMA membership to \$100 per year as of January 1, 2020. We are very confident that we are still great value for the money. So, if you have gotten a membership renewal message in your email queue in the past month or so, I would suggest that if you would like to have one more year at the old membership rate of \$75 per year, you should renew soon. And of course, we would ask that you always keep your membership up to date! We do rely on membership dues as one source of revenue to bring you the great networking and educational events that we work hard to make available to you all. It would also be very meaningful to all of us on the CMA Board if you can find one or two friends or colleagues that may not presently be CMA members, and encourage them to join. Our strength as an organization comes from a robust and growing membership, so please, find one or two colleagues or friends and encourage them to join our community of shipping professionals. Thanks!!!

## FROM THE EDITOR

Last month the Dept. of Defense ran an exercise to determine if the Ready Reserve Fleet can actually be activated as quickly as required. The exercise and its results have been well published. The aspect that I thought might interest you started with an e-mail from a Captain USNR(ret) commenting on the relatively poor results of the exercise and pointed out that the problem is that the Ready Reserve Fleet is old, getting older and increasingly prone to breakdowns. He observed we need to rebuild the fleet. He made reference to the Jones Act and similar regulations restricting building military ships domestically as a primary cause.

I suggested that the United States, as a capitalistic market driven economy has always held up Russia and the former Soviet Union, a centrally planned economy, as an economic failure. Yet, the Jones Act is clearly an example of central planning. That is, in a centrally planned economy, the government knows best and competition with state planning is not allowed. Why would any American expect that a law that prevented competition in U.S. shipbuilding would be more successful than the same process used by Communist Russia? The Captain confessed that he had never thought about the Jones Act this way. What do you think?

I mentioned that Canada's cabotage laws discouraged domestic shipping building ships in countries other than Canada by imposing a tax of 25% of the cost of the foreign built vessel. As the cost of domestic built ships became higher than paying the tax on foreign built ships, the Lakes fleet was increasingly built foreign. About five years ago the Canadian government no longer imposed the 25% tax. The Canadian Lakes fleet immediately started to grow in numbers. Surprisingly Canadian builders became more competitive. New order inquiries have emerged from both new and old players. Ship building in Canada is making a comeback, and Canadian naval forces and Coast Guard are beneficiaries.

Closer to home I thought you might like to know about plans to turn the Connecticut State Pier in New London, the only maritime asset owned by the State, into a state-of-the-art wind farm staging area. Major changes are in the planning stages that will fill in the space between the State Pier and the adjacent pier once owned by the Central Railroad of Vermont to be able to handle heavy lift cargoes. There will be some dredging and major alterations to the upland por-

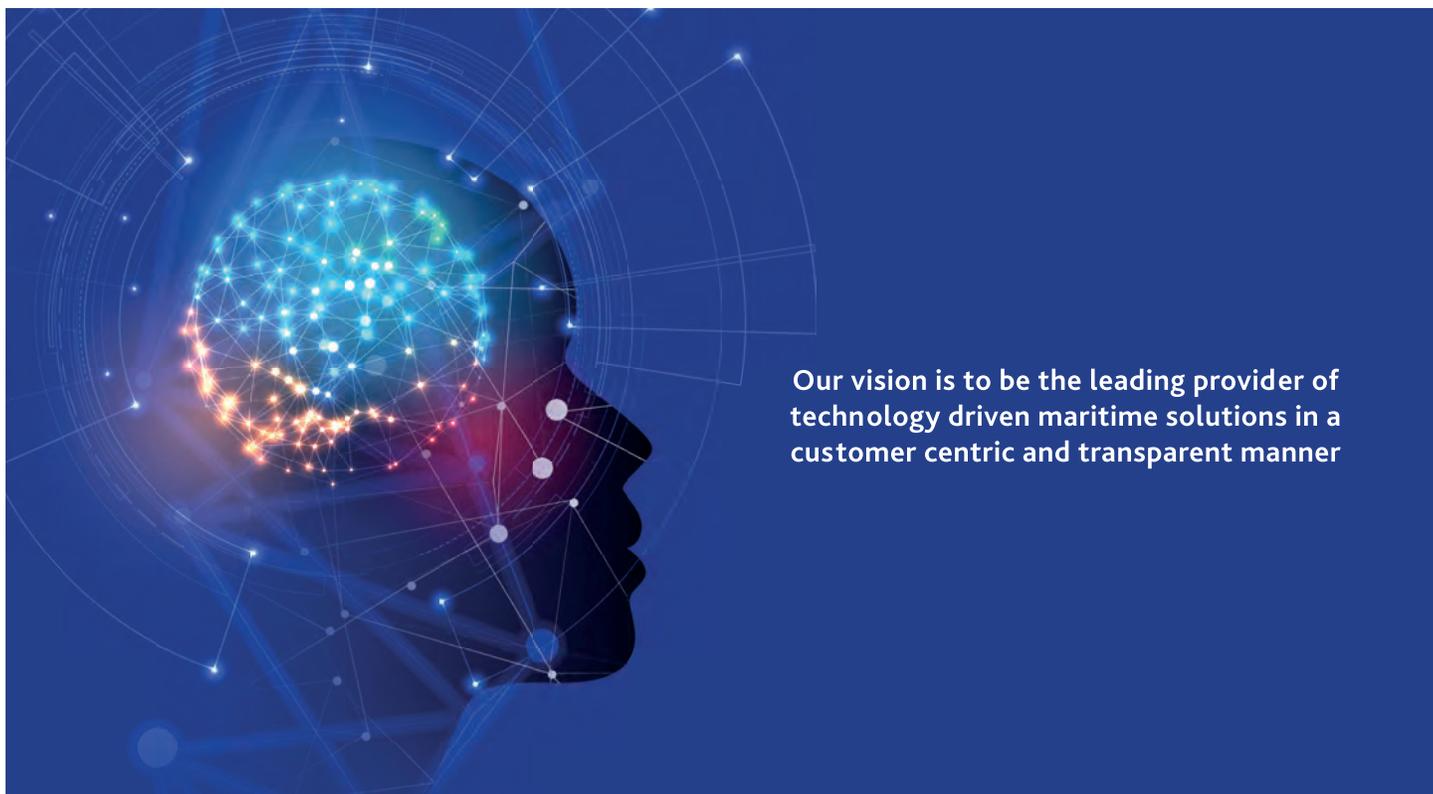
tion of the property to better use the space for assembling wind turbine units for installation 35 miles at sea. You can read and see how the early plans will change the pier and its surroundings at [www.ctportauthority.com](http://www.ctportauthority.com). Click "CPA in the news". There are several articles and drawings from the New London Day newspaper and the MIRROR describing the project and the revenue that will accrue to the State. Construction is unlikely to start until late this year and actual start-up is planned for 2022.

Having toured the property a few weeks ago and listened to the terminal manager describe how the space will be used, I was very impressed. When final plans are ready, I'll run them in our Newsletter. Yes, there is some push-back from locals who want to see the pier able to handle more conventional cargoes and efforts are being made to respond to those concerns.

The Connecticut Port Authority (CPA) will have a booth at CMAShipping 2020. They will have lots of photos and plans that you will find very interesting.

**W A L L E M**

[www.wallem.com](http://www.wallem.com)



**Our vision is to be the leading provider of technology driven maritime solutions in a customer centric and transparent manner**



**MARCH 31 - APRIL 2, 2020**  
 Hilton Stamford Hotel, Connecticut

# THE LARGEST INTERNATIONAL SHIPPING EVENT IN NORTH AMERICA

Where the global leaders of shipping get business done.

## AGENDA PREVIEW REVEALED

### DAY 1

**Tuesday March 31**

- Keynote from the US Coast Guard
- Maritime Industry's Top 5 Initiatives
- Tales from the front line of IMO 2020
- Opening Cocktail Reception

### DAY 2

**Wednesday April 1**

- Drivers for Change
- Brown Water (New Workshop!)
- Container Shipping: where do we go next?
- Bunkering 2020: The New Reality
- The Human Element

### DAY 3

**Thursday April 2**

- The Circular Economy - Groundbreaking Infrastructure Projects
- Smart Operations & Digitization
- Future of Ship Ownership
- Legal Issues
- Commodore Gala Dinner and Award

## FIND OUT MORE

[WWW.CMASHIPPING2020.COM](http://WWW.CMASHIPPING2020.COM) | +44 (0) 20 7017 6547 | [Register@Informa.com](mailto:Register@Informa.com)

# WHEN IMO2020 KICKS IN, DON'T BE LEFT HIGH AND DRY.



With Innospec's **Octamar™** additives, you can act now to avoid VLSFO compatibility and stability issues.

By the end of 2019 all major fuel suppliers must be selling very low sulfur fuel oil that complies with IMO2020. But how can ship operators ensure that this new fuel—which must meet the International Maritime Organization's fuel oil 0.50% sulfur requirements—doesn't cause compatibility and stability issues?

**To meet these challenges, Innospec has developed two advanced, multi-functional fuel additives that protect vessels in real-world situations.**

## **Octamar™ HF-10 PLUS**

- Ensures all types of VLSFO can be used safely on-board
- Improved compatibility when using new fuels or unknown fuels
- Safer fuel changeovers for ECAs
- Stable and homogenous fuel ensures improved combustion
- Reduced sludge means more fuel to burn
- Higher treat rates combat injector fouling

## **Octamar™ ULTRA HF**

- Increased VLSFO fuel stability and compatibility of marine fuel blends
- Combined combustion and ignition improvements from one additive
- Cleaner running engines
- Improved fuel economy and reduced fouling of exhaust gas systems

For more details about IMO2020, talk directly to your marine fuel representative and visit [bit.ly/Octamar\\_2020](http://bit.ly/Octamar_2020)

**innospec**   
FUEL SPECIALTIES  
*chemistry matters*

## MEMBERSHIP NOTES

We are pleased to welcome the following new members.

Ms. Vanessa Clark, VP Treasurer, Diamond S Shipping Inc., Greenwich, Connecticut

Mr. Agne Damidaviciute, Purchaser, Dan-Bunkering (America) Inc., Stamford, CT

Mrs. Caitlin Hardy, VP Product & Strategy, ioCurrents, Seattle, Washington

Mr. Peter Hart, Principal, Insight Advanced Planning, Norwalk, Connecticut

Mr. Ryan Klatt, Commercial Manager, Inchcape Shipping Services, Baltimore, Maryland

Mr. Ali Kus, Cargo Surveyor, National Cargo Bureau, Newark, New Jersey

Mr. Shane Riley, Candidate MBA + MA, Boston College, Brookline, Massachusetts

Mr. Adam Stahl, Chief Commercial Officer, Q88, Fairfield, Connecticut

Welcome aboard. We hope to meet you at a luncheon soon.

*Greg Kurantowicz, Chairman, Membership Committee*

**REGISTER TODAY**

## The 8th Annual Fleet Optimization and Innovation Conference and Exhibition



October 15-17, 2019 · Stamford Hilton, Connecticut, USA

[WWW.SHIPPINGInsight.COM](http://WWW.SHIPPINGInsight.COM) (203) 255-4686

# CALL FOR PAPERS



CMA EDUCATION FOUNDATION  
A 501(c)(3) Tax Exempt Organization

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, March 31 to April 2, 2020, will feature a session entitled **"Student Research Presentations on the Business of Shipping" on Wednesday, April 1, 2020.** 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 awards are courtesy of d'Amico Shipping Group. Papers, presentations or portions of the submissions may be published in industry publications and/or on the CMA Education Foundation website or annual report.

All topics of the "Business of Shipping" are acceptable. Possible topics that students may wish to explore might include:

- Financial pressures and survival among owners of ships – tankers, bulk carriers, containerships

- Imbalance between the supply of, and the demand for, ships and their implications
- Global warming and its effect on the output of agricultural goods and demand for bulk carriers
- Global maritime policies such as those covering safety, environmental emissions, invasive species and ballast water issues, market competition, etc.
- Regulation, enforcement and governance in the maritime field
- Energy – oil, gas, coal, wind, solar – what are its effects on the shipping industry?
- Vessel operating issues – for example, crew recruiting, retention and education
- Ship waste disposal, environmental ship scrapping, population growth and migration and their impact on demand for resources
- Piracy – risks, results and solutions
- The environment – regulations and technological solutions
- Cyber security and data protection for vessel and shore-side offices
- Others, such as: the Maritime Labor Convention, emission issues and technological solutions

Submit your **paper and presentation by January 27, 2020.** Submissions are to be e-mailed only. Feel free to contact Shmuel Yahalom if you have any questions.

Submit to: Shmuel Yahalom, Ph.D.  
Distinguished Service Professor  
State University of New York, Maritime  
College  
6 Pennyfield Ave.  
Throggs Neck, NY 10465  
Phone: 718 409 7290  
E-mail: syahalom@sunymaritime.edu

# CMA EDUCATION FOUNDATION

**From the CMA Education Foundation:**

**Internship Program:** Upon approval, stipends will now be sent to interns via wire transfer. **The updated form is below and, on our website, [cma-edu.org](http://cma-edu.org).**

**Support CMAEF:** We need your ongoing support, please contact Christeen for more information or visit our website for information and donation forms, [cma-edu.org](http://cma-edu.org).

**Christeen Bernard Dür, Executive Director, [Christeen@cma-edu.org](mailto: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.**

### INTERN REGISTRATION FORM 2019

**Interns:** Please complete and sign this Form and have the CMA Member and the Human Resources Director at your host company sign it as well. Submit the Form with your essay to Christeen Bernard Dür at [Christeen@cma-edu.org](mailto:Christeen@cma-edu.org).

Registration Forms and essays must be submitted before the end of the internship or within 30 days of the end of the internship. Once the Registration Form and Essay are reviewed, Christeen will call you, the Intern, for your Social Security Number and then the stipend will be sent directly to you via wire transfer. Please contact Christeen with any questions, [Christeen@cma-edu.org](mailto:Christeen@cma-edu.org).

Host Company Name	
Company's Website	
Human Resources Director's Name	
Human Resources' Email Address	
Name of CMA Member at the Company	
Name of Intern	
Start and End Dates of Internship, Number of Weeks	
Intern's Mailing Address	
Intern's Email Address	
Intern's Cell Number	
High School or College Currently Attending	
Expected Graduation Date	
Intern's Bank, Checking Account Number, Bank Routing Number (for stipend via wire transfer)	
Wages/Compensation paid by host company, if any	

Intern's Signature \_\_\_\_\_

CMA Member's Signature \_\_\_\_\_

Human Resources Director's Signature \_\_\_\_\_

# 2019 Anchor Awards



Friday, October 11, 2019

New York Yacht Club  
37 West 44<sup>th</sup> Street, New York, NY 10036

RECEPTION 6:00p • DINNER 7:30p

RSVP by September 27, 2019

Black Tie Optional

## This Year's Honorees



David Harding MBE,  
Founding Member and  
Past President, Caribbean  
Shipping Association



Gregory M. Purdy  
SVP, Marine Operations  
Royal Caribbean International



Remy Vyzelman  
President & CEO  
Integra Marine and Freight Services

### Honorary Gala Chair

Dr. Roland Malins-Smith

### Co-Chair

Emerson Alleyne



American Caribbean  
Maritime Foundation

### Gala Committee

Karren Dunkley, EdD, Chair  
Geneive Brown Metzger, LLD Hon  
Susie DeRafelo  
Cynthia Hudson

Jan Ivarsson  
Khanh Nguyen, Esq.  
Robert O'Connor, Esq.  
Michelle Otero-Valdes, Esq.

Tickets/Tables/Sponsorship/Advertising:

Geneive Brown Metzger, LLD Hon;

[executivedirector@acmfdn.org](mailto:executivedirector@acmfdn.org)

or

[www.acmfdn.org](http://www.acmfdn.org)

# JOB MART

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](mailto: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 it's 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](mailto:goodwindmaritime@gmail.com)

(S17-10)

### 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](mailto:dcwold@gmail.com)

(S17-04)

### 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

(Summertime 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: napingalls@gmail.com

(S18-03)

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**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)

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### Candidate 14: Transformation, Innovation, Technology & Blockchain for Shipping

Experienced NYC metro area shipping industry executive is seeking a new management role directing technology, transformation, innovation, automation, etc. in the maritime industry. I have worked with over 100+ ship owners globally over the last 15 years and am well known and very visible in the industry. Let me help your company become more competitive, develop strategy, save money, gain traction, raise new capital, identify new revenue streams, and be better prepared for the massive changes affecting shipping today and coming in the near future. Let's start discussing and executing your plans for artificial intelligence (AI), digital token strategies, cryptoassets, blockchain, automation, IoT, cybersecurity, analytics, machine learning, platforms/ecosystems, and other emerging trends. Ready to discover new ways to model your business, increase efficiencies, and connect with others in the global supply chain? Let's discuss your future plans today and see how I can help get you on the road to the future before it is too late...

E-Mail: transformation@dx9.io

(S19-07)

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## 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: Boarding Agent

GAC North America employs more than 150 experts at its 20 branches across the United States. We deliver a wide range of integrated shipping and logistics services to the shipping and oil & gas industries, whilst also serving specialized sectors like marine leisure, sports and events, automotive and aviation. The highest standards of customer service, operational excellence and delivery are central to everything we do.

We are now recruiting a Boarding Agent to be based at our New York/New Jersey office (located in Iselin NJ). The key responsibilities are:

- Booking vessels in and out of port with all relevant vendors and principals
- Capturing accurate costs incurred during port calls
- Visiting vessels alongside on arrival and departure as well as handling any local requirements the vessel and /or principals may require.

- Maintaining good relations with customers, government authorities and stakeholders
- Marine experience is desired but not essential as all training will be provided.

**The ideal candidate will possess:**

- Strong communication and organizational skills
- Be able to multitask, prioritize and produce / maintain accurate documents.
- Knowledgeable in Microsoft office products ( Outlook/ Excel/ Word)
- Have a good understanding and appreciation of a proactive safety culture
- A full driving license and car are also required; we provide an auto allowance.

We offer a competitive salary based on experience as well as a company sponsored 401k, and medical/dental plan. The position is an exempt position.

**Qualifications:**

Education: At least High School Diploma

Physical or environmental demands: Extended Hours. Some nights and weekends.

Local travel.

Able to safely board vessels. (Must be able to climb stairs/ ladders – sometimes at steep angles.)

Must possess or be able to obtain a TWIC (Transportation Worker Identification Card)

US Citizens or Permanent Legal Residents need only apply.

Upon completion of training, you will join the duty roster which consists of evening and weekend work as we are available 24/7 for our customers.

**Note:** If you apply for this vacancy and do not hear from us within two weeks, please consider that you have not been shortlisted for the role.

Send resumes to: [hr.usa@gac.com](mailto:hr.usa@gac.com) and include CMA Job Mart in your subject line.

(HW09-19)

**Position C: Tanker Operations**

**Position Summary**

Shore-side position to assist and manage all aspects of chemical and CPP commercial operations of tanker vessels for a company based in Southport, Connecticut. The position has excellent growth potential and benefits.

**Main Responsibilities**

Ensure Voyage Charter party compliance, plan and manage all voyage aspects and requirements including cargo stowage, cargo orders, port calls, port agents, fuel purchases, disbursement accounts, freight invoicing, demurrage claims, liaise with vessel masters, ship brokers and charterers, monitor vessel speed and fuel consumption.

**Experience:** Minimum: 2-3 years' experience aboard ship or in shoreside commercial operations of a shipping company. The candidate must have good computer and writing skills.

Interested candidates should email their resume with cover letter to [DCarroll@MTMaritime.com](mailto:DCarroll@MTMaritime.com).

(HW09-19)

# UP COMING EVENTS

## SAVE THE DATES

**OCTOBER 2019**

**Friday, October 25, 2019**

**(Yes a Friday for this one)**

### CMA Monthly Speaker Lunch

*Final Countdown to IMO 2020 - The CMA presents a cross-industry moderated panel discussion focusing on providing the latest information, industry news, and important updates just 9 weeks before we cross the January 1, 2020 deadline for industry-wide global compliance by the maritime industry of the 0.50% global sulphur cap for marine fuels. Hear from a variety of industry experts on the current state and conditions related to IMO 2020 and what to expect in the coming weeks and throughout 2020.*

**Panel Moderator:**

Ian Workman, Account Manager, VPS Testing & Inspection

**Panelists:**

Rasmus Jacobsen, Managing Director, Monjasa

Marc Holm, President, Maersk Oil Trading

Other panelists TBC

**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

**NOVEMBER 2019**

**Thursday, November 14th, 2019**

### 8th Annual New York City Speaker Luncheon

Speaker: **Jeff Pribor, Senior VP & CFO, International Seaways - INSW (NYSE)**

**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.**

**For Reservations for all CMA Events please call**

**Lorraine at +1.203.406.0109 Ext 3717,**

**or email [conferences@cmaconnect.com](mailto:conferences@cmaconnect.com) or**

**[LParsons@marinemoney.com](mailto:LParsons@marinemoney.com)**