

**UP COMING EVENTS**

**SAVE THE DATES**

**MAY 2020**

**CMA Golf Outing**

**Sterling Farms Golf Course**

1349 Newfield Avenue, Stamford, CT 06905

**THE GOLF OUTING HAS BEEN POSTPONED AND**

**RESCHEDULED TO**

**MONDAY, SEPTEMBER 28, 2020**

See Page 12 for more information

**JUNE 2020**

**Thursday, June 25, 2020**

**CMA Education Awards Luncheon**

**Presentation of the**

**Annual CMA Education Awards**

**Note that this event still TBD based on City and State mandates**

**Water's Edge at Giovanni's II**

2748 Post Road, Darien, CT 06820

Open Bar: 12 Noon – Seating for Lunch 12:45 pm

Members \$50 / Non-Members \$60

**JULY 2020**

**Thursday, July 16, 2020**

**CMA Annual Summer**

**Picnic/Lobster Bake**

**5:30 pm-9:00 pm**

**Stamford Yacht Club**

97 Ocean Drive West, Stamford, CT

**Note that this event still TBD based on City and State mandates**

**For Reservations for all CMA Events please call Lorraine at +1.203.406.0109 Ext 3717, or email [LParsons@marinemoney.com](mailto:LParsons@marinemoney.com)**

**INCOMING PRESIDENT'S NOTES**

It is an honor to have been elected as the next President of the CMA. I just want to take a minute to thank the outgoing President, Captain Joe Gross. When Joe asked me to join as his Vice President a few years ago, the timing was perfect as I was looking to get involved again with the CMA and its board as I felt it important to give back to the CMA. Joe has done a great job in navigating the CMA not only through a change of our event organizers from the good folks at IMS, Jim Lawrence and Lorraine Parsons to our new partners at Informa, but now he steers the ship around the unsettled waters caused by the COVID-19 pandemic.

It was under Joe's leadership and foresight that brought forth the idea of working with SHIPPINGInsight, a conference run by one of our own members, Carleen Lyden Walker, to create the first ever North America Shipping Week, 12-16 October 2020. This week will start with the SHIPPINGInsight show 12-14 October held at the Hyatt in Greenwich and cul-

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# • CMA INFORMATION •

## OFFICERS

### PRESIDENT

Chris Aversano  
Q88 LLC

### VICE PRESIDENT

Sandi Ennor  
Transparenssea Fuels, LLC

### SECRETARY

Marina Critides  
Navios Maritime Holdings

### TREASURER

Ann Felch  
Dorian LPG

## GOVERNORS & COMMITTEE CHAIRS

### MEMBERSHIP

Paul Mazzarulli  
The Baltic Exchange

### COMMUNICATION

Jess Hurwitz  
dX9 Global

### SOCIAL

Joyce Wang  
Eagle Shipping

### PLANNING & ADMIN

Patrick Bähr  
UPT United Product Tankers

### EDUCATION

Lorraine Parsons  
Marine Money

### E-MEDIA

Cameron Amigo  
SPI Marine

### CMA AMBASSADOR (ASIA)

Larry Liu  
Charles R. Weber Company

**THE CMA HOME PAGE ADDRESS IS  
[www.cmaconnect.com](http://www.cmaconnect.com)**

### LETTERS TO THE EDITOR & NEWSLETTER

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minate with the CMA trade show, held at the Hilton in Stamford, 14-16 October. Given all that has been going on, we hope to see as many of you there as possible.

This change will benefit all involved, especially our members and the maritime at-large community. While much can change over the course of the next 4.5 months, the new course sets us in a direction that focuses on the main purpose of the CMA. That purpose is serving the maritime community in a relevant way.

This sense of community is one of the founding principles of the CMA and something that during these uncertain times, can be a source of encouragement, hope and most importantly networking opportunities. This could be as simple as getting in touch with a vendor or supplier via the friendships formed through the CMA or even for reaching out for employment leads. Whatever it is, the CMA is a conduit on which our members can rely.

While the 'C' in CMA is for Connecticut, our community knows no borders. We have members from all over the United States, including large populations in NY, Houston, Miami and countless other regions. As we recover from the pandemic, we will look to work with members in those regions to host local events that will bring together the shipping community and showcase the relevance of the CMA.

Additionally, we have members in other countries, and those members routinely support our events. Over the past few years, our community has been solidified through not only our events but co-operation with other regional maritime hubs. Most notably, the CMA sponsored a cadet from SUNY Maritime to spend time in China to learn about shipping there. That in turn, expanded the reach of our community here.

Of course, it is the community that makes up the board of the CMA. In addition to Captain Joe Gross who is stepping down, I would also like to thank several departing members and welcome several new members to the board. Louis Linde, has been invaluable as Treasurer and will be replaced by Ann Felch of Dorian LPG. Greg Kurantowicz of Associated Asphalt, has not only been great on diving into the numbers of who we are in terms of membership in his role as Membership Chair, but has provided help in softball and other social events. Greg is being replaced by Paul Mazzarulli, of The Baltic Exchange here in the USA. Kevin Breen of Charles Weber, has done double duty serving on this board as the Education Chair, which gives him a spot on the CMA Education Foundation board as well. Lorraine

Parsons, of Marine Money will take his role. Sandi Ennor, of Transparensea Fuels is joining in the role that I previously held as Vice President. Additionally, Joyce Wang of Eagle Bulk and Cameron Amigo of SPI Marine were appointed earlier and now are formally starting their terms as Social and E-Media Chairs, respectively. Joyce and Cameron have already made some great contributions, notably Cameron has already launched our updated website and Joyce is developing great ideas for a CMA field day to be held at some point in the future.

I close by wishing everyone fair winds and following seas. Keep in mind everyone reading this can rely on the CMA to be a part of their extended community during these trying times.

Stay safe and be well, thank you,  
CL Aversano

## FROM THE EDITOR

An article by Joe Brady in the April 10th edition of Trade Winds quoting Tim Jones (Chairman of the BRS Group) caught my eye. Writing in the company's annual report Tim suggested "Shipping is becoming a far less speculative industry." He went on to say "No doubt shipping, like other industries which heavily contribute to emissions, will have to invest more in research and development, and find ways of transporting by sea while emitting less." A perfect lead-in to the just announced Connecticut Maritime Week in October, which will cover markets and all of the ESG issues.

However, besides the environmental issues, I thought Tim's further comments on vessel life expectancy, costs and "sustainable lending" paint a fuzzy picture of what happens after COVID-19 and global economic recovery. He wrote, "The useable life of an asset will no longer be the standard 25-30 years, which shipowners used to amortize their assets. It will shorten significantly, perhaps to 10-12 years. Last December (2019) Dr. Nikos Mikelis wrote an interesting piece for Maritime Executive titled "Developments in Ship Recycling 2019". Referencing the Hong Kong Convention (for scrapping vessels) he points to owners' reluctance to scrap their ships earlier than usual. However, the relatively small number of approved recycling yards suggest the change will not be soon. Yet if COVID-19 speeds up deglobalization and the slow-down in trade in "goods" (vs "services") that I wrote about in our June 2019

Newsletter, Tim Jones' forecast may be closer than anyone expects.

The March 10, 2020 edition of Marine Money's FRESHLY MINTED outlined some work done by Stephen Gordon of Clarkson's Research early this year. The portion dealing with shipbuilding documents changes that characterized shipbuilding over the last 20 years that might be summarized as "very profitable ON PAPER".

In Marine Money's words "The important takeaway is that shipping provides an indispensable service and will continue to do so. It has survived bad markets, geopolitics, self-inflicted wounds and even today's "black swan" event. And when the economy is turned back on, we will be there."

Most of us would agree but will it be as big? Or as speculative?

P.S.- Remember when Corona was just a beer?

## STATE OF THE CMA & ELECTION RESULTS

Greetings to the CMA Membership:

In this year of extraordinary events, the CMA has had to adapt, as we all have. Today, we were scheduled to have held our Annual General Meeting, as usual, at Giovanni's II in Darien. Unfortunately, social distancing requirements prevents us from doing this, and so we have turned to the Internet to facilitate the process.

As our By-Laws require, each year we shall hold an Annual Meeting during the month of April, for the purpose of electing Officers and Governors of the organization, and to present the membership with the State of the CMA.

In short, the CMA is in good shape. We are over 1,000 members strong, and we are on solid financial footing. Of course, the challenges we face due to COVID-19 have forced us to re-evaluate a number of our usual events, such as:

- Changing the format of the election and Annual General Meeting for 2020
- Canceling the May and June, 2020 CMA luncheons
- Postponing the CMA Golf Outing until Monday, September 28, 2020
- Postponing CMA Shipping 2020 until October 14-16, 2020

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We continue to evaluate the situation regarding the CMA Summer Picnic and will of course keep the membership up to date on this event.

As you have heard by now, we have moved CMA Shipping 2020 to October 14-16, and have teamed up with SHIPPINGInsight, which will take place October 12-14, to create the North American Shipping Week. CMA, SHIPPINGInsight, and Informa are all very excited to be able to bring you this new opportunity, which we believe will be beneficial and productive for CMA and the whole shipping community. We have all been working quite hard to adjust schedules and events in order to bring the community five full days of exciting and relevant events, which will culminate with the Gala Dinner on Friday night, October 16th, when our 2020 Commodore, Lois Zabrocky, will finally receive the Commodore's hat from her predecessor, John Hadjipateras.

We continue to work hard to modernize our on-line presence, and our E-Media Chair, Cameron Amigo, has been able to update and coordinate all of our on-line media accounts, and has also completely redesigned the CMA website. Better managing CMA's on-line media presence has been a long-term project, and Cameron has done a great job.

We continue to work very closely with our Trade Show and Conference partners, IMS and Informa. Obviously, we have been working very hard with Nicola Bateman-Philips and her team at Informa to keep the 2020 CMA Conference moving forward, and they have been great to work with, as has Carleen Lyden Walker. She is a dedicated and fierce supporter of the CMA. We have been able to move forward with this schedule change because of the many, many thoughtful and well considered conversations and emails we have had amongst us, so thanks to you both for this.

IMS continues to run all of CMA's events other than the Conference, and do so brilliantly. Jim and Lorraine and their team are quite simply the backbone of the organization, allowing us to hold the events that our membership find so pleasant and productive. As I have said, CMA Board Members come and go, but Jim, Lorraine and the great people at IMS are here, year after year, producing so many events for the CMA that keep us relevant to our membership, and I cannot thank them enough for their hard work, support, guidance and friendship over the years.

The CMA Education Foundation, under the leadership of Brad Berman, continues to provide scholarships and internship stipends to students, and I encourage all of our members to continue to support this important organization and the great work that they are doing.

Now we get to the results of today's election of Board Members. As you all know, normally the elections take place in person at the Annual Meeting, by a voice vote. Obviously, this is not possible now, and so our E-Media Chair, Cameron Amigo, was able to build a webpage through which our membership was able to cast their votes, between the hours of 0700 and 1400 NY today, April 30th, 2020. We received a submitted ballot from 186 individual CMA Members and the results are as follows:

President:	Chris Aversano / Q88
Vice-President:	Sandi Ennor / Transparensa Fuels
Treasurer:	Ann Feltch / Dorian LPG
Education Chair:	Lorraine Parsons / Marine Money
Membership Chair:	Paul Mazzarulli / The Baltic Exchange
E-Media Chair:	Cameron Amigo / SPI Marine
Social Chair:	Joyce Wang / Eagle Bulk

# SUPREME COURT DECIDES SCOPE OF CHARTER PARTY

## SAFE BERTH WARRANTY

By Keith W. Heard  
Lennon, Murphy & Lennon LLC

I would like to congratulate all of those elected today, whether they are new to the Board, new to the position, or being elected to their first full term after having been appointed to the CMA Board. I also want to thank Greg Kurantowicz and Kevin Breen, who both leave the Board after serving two full terms, and Louis Linde, who leaves as Treasurer after serving one term, for all of their great work on the Board.

Thanks to all of those that I was so lucky to serve on the CMA Board with, first as Education Chair, then as Vice President, and finally for two terms as President. It has truly been my honor to work with you all. Every one of you have contributed in your own unique way, with various types of expertise and endless amounts of energy and commitment. Although we might not have always agreed, I always appreciated the frank and open discussions that we have had over the years, and the way that we were able to continue to move the CMA forward, always as a team.

Chris Aversano, as VP, of course has been deeply involved in all aspects of running the CMA over the past four years, but in particular, over the past few months as we have been working to keep the 2020 Conference moving forward, Chris has been at my right hand every step of the way, asking many of the hard questions that needed to be asked, which is such a critical part of keeping the event moving forward in this very challenging year.

I also want to thank past CMA Presidents Peter Drakos, Brad Berman, Don Frost, Beth Wilson-Jordan and Ian Workman. I am so grateful for their counsel. There are so many others to thank. I can't possibly name everyone, but thanks to you all, and most especially to our Membership. I remain humbled that you all placed your confidence in me four years ago when I was elected President of the CMA. I am very proud of the work that we were able to accomplish, and I am excited to see the new CMA leadership put their stamp on the organization as they guide it over the coming years.

Sincerely,

Joe Gross  
Outgoing CMA President

On March 30th, the United States Supreme Court handed down its much-anticipated ruling on the safe berth warranty issue in *Citgo Asphalt Refining Co. v. Frescati Shipping Co.*, No. 18–565, a lawsuit arising from the November 2004 oil spill from the tanker *ATHOS I* near Philadelphia. Perhaps not surprisingly to most observers, the Court concluded, in a 7-2 decision, that a charter party safe berth warranty not qualified by a “due diligence” obligation is an absolute warranty of the berth’s safety. In so ruling, the Court’s majority rejected an argument by the voyage charterer and related companies that a standard safe berth warranty must be viewed as imposing only an obligation to exercise due diligence to provide a safe berth.

The *ATHOS I*, a tanker owed by the Tsakos group, was operating in the Star Tankers pool when it was voyage chartered on an ASBATANKVOY form to Citgo Asphalt Refining Company (“CARCO”) to transport crude oil from Venezuela to a CARCO plant on the Delaware River in Paulsboro, New Jersey. When nearing the discharge berth, the ship struck a submerged anchor, lying on the river bed, that opened up the hull, ultimately causing some 264,000 gallons of heavy crude oil to spill into the waterway. The cleanup costs and other damages totaled over \$140,000,000. The federal government reimbursed the shipowner for a portion of the cleanup costs and joined in the ensuing litigation against three CITGO companies, including the voyage charterer.

The time charter between shipowner Frescati and the Star Tankers pool required that the charterer exercise due diligence to provide safe berths at ports of call and stipulated London arbitration of any disputes. Rather than pursue its claim in that direction, the shipowner elected to do battle directly against the CARCO interests in federal district court in the Eastern District of Pennsylvania. Although not a party to the voyage charter, which was between the pool

and the CARCO charterer, the shipowner argued it was a third-party beneficiary of the safe berth warranty in that contract, a warranty that was not qualified by due diligence language.

After concluding that Frescati was in fact an implied third-party beneficiary who could rely on the safe berth warranty in the voyage charter, the District Court determined that the CARCO companies had breached the warranty, entitling the shipowner (and the federal government by subrogation) to recover damages from the defendants. On appeal, the Third Circuit Court of Appeals affirmed the District Court's ruling and, in doing so, embraced the Second Circuit's traditional view of the scope of the safe berth warranty rather than the narrower due diligence approach adopted by the Fifth Circuit in *Orduna S. A. v. Zen-Noh Grain Corp.* in 1990.

The Supreme Court granted certiorari "to resolve whether the safe-berth clause at issue here merely imposes a duty of diligence, as the Fifth Circuit has held in a similar case [i.e., *Zen-noh*], or establishes a warranty of safety, as the Second Circuit has held in other analogous cases." Opinion at 5.

The safe berth clause in the charter here provided that "[t]he vessel shall load and discharge at any safe place or wharf, . . . which shall be designated and procured by the Charterer, provided the Vessel can proceed thereto, lie at, and depart therefrom always safely afloat." In a decision written by Justice Sotomayor, the Court rather easily concluded that the language "binds the charterer to a warranty of safety" and that "the charterer's assurance of safety is not subject to qualifications or conditions. *Id.* at 6, 7.

The absence of the words "warrant" or "warranty" from the clause was irrelevant, said the Court, since "[s]tatements of fact contained in a charter party agreement relating to some material matter are called warranties," regardless of the label ascribed in the charter party." *Id.* at 7. Here, "the safe-berth clause contains a statement of material fact regarding the condition of the berth selected by the charterer," making it a warranty. *Id.*

The Court rejected CARCO's argument that the safe berth clause imposed a "mere duty of due diligence in the selec-

tion of the berth." *Id.* at 8. The Court pointed out that "as a general rule, due diligence and fault-based concepts of tort liability have no place in the contract analysis required here," which was based on liability without fault. *Id.* The parties could have included limitations on traditional contract liability, said the Court, but "CARCO does not identify—nor can we discern—any language in the clause hinting at 'due diligence' or related concepts of 'fault.'" *Id.* at 9. The Court found the absence of such language especially significant in the context of a charter that included due diligence limitations in other clauses.

Finally, CARCO offered an alternative explanation of the safe berth clause based on the contention that the "master has a right to refuse entry into a berth that the master perceives to be unsafe, and the charterer must pay any expenses resulting from the refusal." *Id.* at 11. However, the Court considered that a charterer's alleged liability for expenses when a master justifiably refuses to enter an unsafe berth did not lessen "the scope of the charterer's liability when a vessel in fact enters an unsafe berth." *Id.* In addition, "a tacit recognition of a vessel master's right of refusal does not overwrite the safe-berth clause's express prescription of a warranty of safety." *Id.*

Justice Clarence Thomas dissented in an opinion in which Justice Alito joined. The dissent claimed "the plain language of the safe-berth clause contains no warranty of safety and [would] remand for factfinding on whether industry custom and usage establish such a warranty in this case." Dissent at 1. Going further, the dissent contended that, if the majority's conclusion that the clause actually contained a warranty of safe berth by charterer, then it also contained a warranty by owner (that "[t]he vessel shall load and discharge at [a] safe place or wharf") such that there could be conflicting obligations, in violation of principles of contract interpretation. Essentially, the dissent said the shipowner was warranting that the vessel would only dock at a safe berth and could therefore decline the charterer's berth designation, thereby setting up the competing obligations.

Continuing, the dissent disagreed that the language of the safe berth clause created a warranty. The dissent thought the existence of a warranty should be viewed not as a

question of law, as the majority concluded, but as a question of fact, requiring remand to the District Court for further fact-finding. Finally, the dissent allowed that the safe berth clause could be deemed a warranty of the berth's safety by the charterer on the basis of "custom and usage" but that too required further fact-finding for which a remand would be necessary. Fortunately for those who have regarded the Fifth Circuit's Zen-noh decision as contrary to long-established interpretations of safe berth warranties, the dissent's view did not carry the day.

What are the practical consequences of the Supreme Court's ruling? The most obvious one is that shipowners, disponent owners and time-chartered operators can rely on the fact that, under U.S. law, a safe port or safe berth warranty without due diligence language will not be viewed or interpreted as implicitly incorporating such language. A second consequence is that the ambiguity about this that may have been present in the law, due to the Zen-noh decision, has been eliminated, simplifying the work of arbitrators and District Court judges.

On the other side of the ledger, charterers will be disappointed by the decision but they should bear in mind that charter parties, like most contracts, result from negotiation and bargaining. If a shipowner wants a charterer's business badly enough or if the charterer offers incentive, such as a higher rate, an owner may agree to include due diligence language in a safe berth clause where it would otherwise be absent. In fact, the Court said as much in its decision, noting that "[c]harterers remain free to contract around unqualified language that would otherwise establish a warranty of safety, by expressly limiting the extent of their obligations or liability." Op. at 15-16.

These are considerations the market can work out. At the very least, with a resolution of the split between federal circuit courts now achieved, we have clarity and unity of decision on this important aspect of federal maritime law, and that is a salutary result.

## EIGHT BELLS

**The use of bells to keep track of time on a ship comes from sailing ships. The bell was struck every half hour of a four-hour watch. So, eight bells meant the end of a watch.**

On March 27th Oivind Lorentzen, Jr. of Greenwich, Connecticut died peacefully at the age of 101. He was probably the last of a generation of shipowners who came to the United States as refuge from war torn Europe to build lives and raise their families. He was born in Oslo, a middle child of six. He left Norway in 1938 to study marine engineering in Berlin but, following a tip about the impending invasion of Poland, he transferred to Massachusetts Institute of Technology in 1939. After graduating from MIT he joined his father's business with three of his brothers, as fifth generation shipowners. From their bases in New York, Rio de Janeiro and South America they operated liner trades between the United States and South America (NOPAL Lines). Over time they pioneered new trades and developed specialized vessels for the transport of petroleum gases (LPG), and automobiles. Their cruise ship became the progenitor of the Love Boat of TV fame. Oivind was one of the first of the lower Manhattan shipping community to move his business to Connecticut. He is survived by a large family, grandchildren and great grandchildren. His son, Oivind Lorentzen III, is a past CMA COMMODORE.

On April 12th Lawrence I. Brown, an early member of the CMA, passed away at the age of 88. Born in Brooklyn, he attended college at New York University and then the University of Michigan Law School. He served in the US Air Force Judge Advocate General's Office. During his service he obtained his private pilot's license. He practiced matrimonial law and later maritime law registering shipping documents in New York and Connecticut for over 60 years. He is survived by his wife Barbara, daughters from his first marriage, two step-children and four grandchildren. Larry was an enthusiastic supporter of the fledgling Connecticut Maritime Association and Barbara was CMA's treasurer from 1988-1992.

# NORTH AMERICAN SHIPPING WEEK

## CMA SHIPPING AND SHIPPINGINSIGHT CREATE NORTH AMERICAN SHIPPING WEEK

### Join us at the leading global marketplace for Shipping this year

In light of the current developments with COVID19 in the United States and the rest of the world, we no longer feel it is viable to run the **CMA Shipping** event at the end of June. The health and safety of our attendees is of paramount importance to us and as such we want to ensure we can offer you a safe environment.

Our primary goal is to deliver an event which best serves our community. With this in mind, we have joined forces with **SHIPPINGInsight** to bring to you the first ever **North America Shipping Week** in **Connecticut from 12-16 October 2020**. The events will run back to back in Connecticut and offer you the chance to attend two highly respected shipping conferences. With **SHIPPINGInsight's** focus on technology and innovation, and **CMA Shipping's** emphasis on the commercial aspects of shipping, this is a winning combination with something for everyone!

### North American Shipping Week Calendar

**SHIPPINGInsight** will open the week at the Hyatt Regency Hotel in Greenwich, running 12-14 October, closing at mid-day. **CMA Shipping** will run as usual at the Hilton Stamford

Hotel, between 14-16 October, starting at 2pm on the Wednesday and finishing with a bang on Friday night with our 35-year anniversary Commodore Gala Dinner & Afterparty, honoring our 2020 Commodore, Lois Zabrocky, CEO of International Seaways.

Coaches have been arranged to ferry full week attendees over to the Hilton in time for the 2pm opening of **CMA Shipping**.

Both events are bookable on their respective websites. Anyone who is already registered for CMA Shipping has already been transferred onto the new CMA dates and no further action is required.

<https://informaconnect.com/cma-shipping/north-american-shipping-week> and <https://www.shippinginsight.com/>

We are excited to bring you this opportunity this Fall. We hope that by joining forces to create the **North America Shipping Week** we can give you the opportunity to enjoy an entire week of maritime content and connections on a larger scale than ever before. We will be promoting both events in our upcoming newsletters.

Until we can meet again, we wish you and your families a healthy and happy summer!

Best regards,

Joe Gross & Chris Aversano  
Connecticut Maritime Association

MONDAY 12, OCTOBER	TUESDAY 13, OCTOBER	WEDNESDAY, OCTOBER 14	THURSDAY, OCTOBER 15	FRIDAY, OCTOBER 16
SHIPPINGInsight 20/20 Vision for the Decade - Hyatt Regency, Greenwich			CMA Shipping - Hilton Stamford	
<b>SHIPPINGInsight 20/20 Vision for the Decade</b> Hyatt Regency, Greenwich Start time 2pm  <b>Decade of Decarbonization</b>	<b>SHIPPINGInsight 20/20 Vision for the Decade</b> Hyatt Regency, Greenwich  <b>Decade of Digitalization Deep Dives: Fleet Management Optimization</b>  - Lubrication, Fuel & Bunkering - Energy Alternatives - Regulatory Compliance Challenges - Digitalization and Cyber - Safety on the High Seas - Lunch with Shipowner Roundtable  <b>Decade of Defense Decade of Decisions</b>	<b>SHIPPINGInsight 20/20 Vision for the Decade</b> Hyatt Regency, Greenwich  <b>Decade of Disruption SHIPPINGInsight's SHARK TANK</b>  Ends midday Buses to CMA 12 – 2pm  <b>SHIPPINGInsight Innovation Awards Lunch</b> Lunch 11.30 - 1.30 in Greenwich  <b>CMA Shipping</b> - Hilton Stamford, Start time 2pm  - Maritime Administrator's Perspective - Updates from the USCG - Shipping Associations Top 5 Initiatives - Industry keynotes	<b>CMA Shipping</b> Hilton Stamford  - Bunkering 2020 - Containers - Drivers for Change 1 - Finance - Salvage - The Human Element - Challenges on the Mississippi River	<b>CMA Shipping</b> Hilton Stamford  - CLE Credit Legal Sessions - Drivers For Change 2 - Insurance - Smart Operations and Digitalization - The Commodore Debate
Evening Reception	- Evening Reception - Dinner and Karaoke	- Cocktail reception - Speakers Dinner	Cocktail reception	- Commodore Gala Reception - Commodore Gala Dinner - Commodore Afterglow





# 35 YEARS

A celebration of North America's  
largest Shipping event



## *Commemorative Book*

To celebrate the 35th anniversary of CMA Shipping, a special commemorative book has been commissioned to share stories and the growth over the last 35 years.

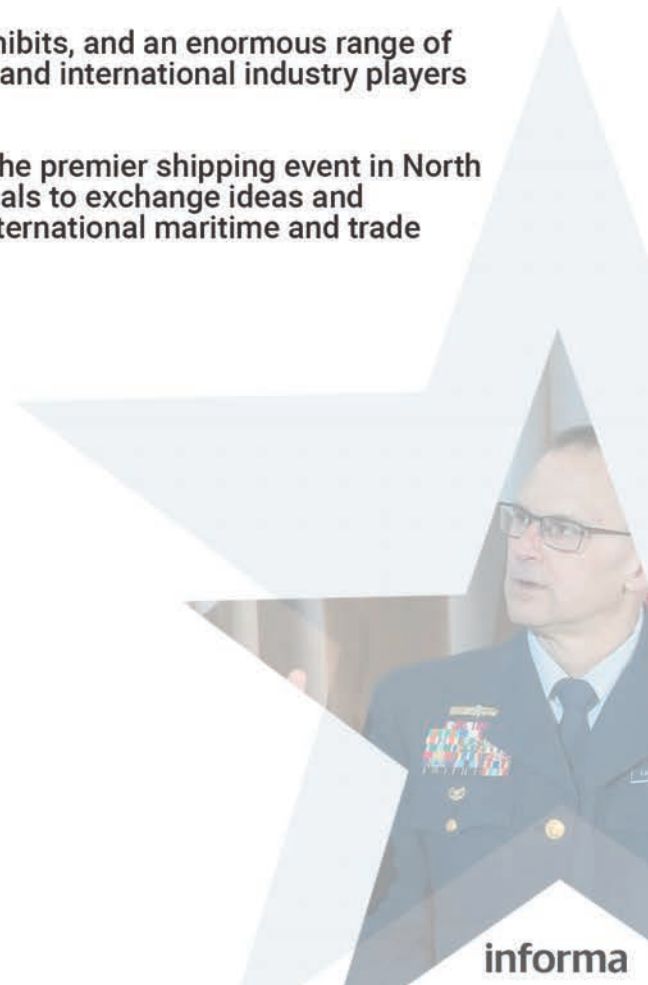
From humble beginnings in 1985, CMA Shipping has become a "must-attend" event on the business calendar.

A dynamic and topical program, combined with innovative exhibits, and an enormous range of networking opportunities attracts over 2,500 major domestic and international industry players each year.

Over 35 years, the CMA Shipping has grown in reputation as the premier shipping event in North America, with a mission to provide an open forum for individuals to exchange ideas and information supporting the development and growth of the international maritime and trade industries.



\* for illustration purposes



informa

## Be a part of history...

This once-off commemorative book will be richly illustrated with numerous photographs and will also tell of the unique experiences of the some of the people who have attended and made CMA Shipping a place *Where shipping business gets done!*

### Intended Content

- Foreward
- Comment & interviews from dignitaries
- Timeline of the CMA
- History of CMA Shipping & the Commodore Award
- Note from the United States Coast Guard
- Admirals perspectives
- TimeTree of CMA Presidents
- TimeTree of Commodores
- Best memories at the CMA – photos and fond memories from regular attendees

### Advertising/ Sponsorship opportunities

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- ½ Page advert - \$1195
- Full Page advert - \$1295
  
- ¼ Page advertorial - \$1195
- ½ Page advertorial - \$1395
- Full Page advertorial - \$1495
- Double Page advertorial - \$2500
  
- Inside front cover - \$3250
- Inside back cover - \$3250
- Back cover - \$4000

**\*\* For existing sponsors and exhibitors please contact Thomas or Robin for more information on special rates**

### To get involved contact:

Robin Rudolph  
E: Robin.Rudolph@KNect365.com  
T: +44 (0) 20 337 73236

Thomas Martins  
E: Thomas.Martins@knect365.com  
T: +44 (20) 701 76547

**CMA SHIPPING**

**35**  
YEARS

A celebration of North America's  
largest Shipping event



## CMA EDUCATION FOUNDATION

### Our Internship Program Continues All Year Long:

The CMA Education Foundation supports the hands-on learning that occurs outside of the classroom at maritime companies. Internship stipends are provided to students currently working as interns at domestic, maritime companies that are interested in pursuing a career in the maritime industry.

#### Eligibility:

- The host company must be a domestic maritime company.
- The host company must have at least one full time employee that is a member of the CMA.
- The host company is eligible for up to four interns per calendar year.
- One intern stipend per year.

#### Process:

- The Intern must have the CMA member and the Human Resources Director at the host company sign their completed Registration Form.
- The Intern is to write a brief essay about their experience and what they have learned. The CMA EF might publish the entire or parts of the essay in an annual report, on its website or in the CMA newsletter.
- Before the end of a student's internship with a maritime company or within 30 days of the end of the internship, the Intern sends the Application Form and their essay to Christeen@cma-edu.org.
- Once the Application Form and essay has been reviewed, Christeen will call the Intern to receive their Social Security Number and then the stipend will be forwarded directly to the Intern via wire transfer.
- The stipend is \$300 a week for up to 4 weeks, \$1,200 max per year.

**Internship Application Form: <http://www.cma-edu.org/internships/>**

**[www.cma-edu.org/donate/](http://www.cma-edu.org/donate/)**

For additional information, please contact: Christeen Bernard Dür, Christeen@cma-edu.org

**SEA YOUR FUTURE**  
*To foster future maritime professionals by promoting and supporting maritime related education.*

## REMINDER CMA GOLFERS

### JUST A REMINDER THAT OUR SPRING GOLF OUTING WILL NOW BECOME A FALL GOLF OUTING

May greetings from the CMA Event Team! Hoping that you are continuing to stay healthy and safe during these unprecedented times.

As you are aware, due to COVID-19, the State of Connecticut currently has a ban on gatherings of more than five people and golf course and restaurant services are limited.

As reported last month, based on current conditions we will be unable to hold our Golf Outing on Monday, May 11 and so the Spring Golf Outing will become a **Fall Golf Outing**, and we have rescheduled, all being well, for **Monday, September 28, 2020** also at Sterling Farms in Stamford. I have reached out to everyone currently signed up and pretty much all have signed-up for the September date, personal schedules at that time allowing.

Here's hoping that we will get back to "normal" sooner rather than later, whatever that may look like.

Thank you for your understanding and be well, Lorraine

Lorraine Parsons  
Event Director, CMA

## UP COMING EVENTS

### SAVE THE DATES

#### MAY 2020

##### CMA Golf Outing

Sterling Farms Golf Course

1349 Newfield Avenue, Stamford, CT 06905

**THE GOLF OUTING HAS BEEN POSTPONED  
AND**

**RESCHEDULED TO**

**MONDAY, SEPTEMBER 28, 2020**

See Page 8 for more information

#### JUNE 2020

Thursday, June 25, 2020

##### CMA Education Awards Luncheon Presentation of the Annual CMA Education Awards

**Note that this event still TBD based on  
City and State mandates**

Water's Edge at Giovanni's II

2748 Post Road, Darien, CT 06820

Open Bar: 12 Noon – Seating for Lunch 12:45 pm

Members \$50 / Non-Members \$60

#### JULY 2020

Thursday, July 16, 2020

##### CMA Annual Summer Picnic/Lobster Bake

5:30 pm-9:00 pm

Stamford Yacht Club

97 Ocean Drive West, Stamford, CT

**Note that this event still TBD based on  
City and State mandates**

For Reservations for all CMA Events please call  
Lorraine at +1.203.406.0109 Ext 3717,  
or email [LParsons@marinemoney.com](mailto:LParsons@marinemoney.com)

# EMPLOYMENT HUB

The CMA Employment Hub 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 \$100 per year or \$40 per year for students.

To become part of the Employment Hub please call (203) 406-0109 ext. 3717 or email: [LParsons@marinemoney.com](mailto:LParsons@marinemoney.com)

The latest Employment Hub is always accessible on the CMA website at: <http://www.cmaconnect.com>

## SITUATIONS WANTED

### Candidate 1: Entry Level Maritime Operations/Chartering Employment

- Northeast Mid-Atlantic Region

Merchant Mariner 3rd Mate Deck Officer License, Oceans Unlimited, January 2020

Fort Schuyler January 2020 Graduate - GPA: 3.01

Marine Transportation, Bachelor of Science and Unlimited Deck License

Marine Cargo Operations | Transportation Systems | Business of Shipping

Maritime Security | International Safety Management

Certifications:

- GMDSS Radio Operator's License (FCC)
- Assistant Tankerman
- Vessel Security Officer
- Merchant Mariner Credential
- CargoMax software

### Internship:

#### Norden/Norient

- Collaboration for maximization of vessel efficiency and minimization of operating costs
- Coordination of ship operations: voyage planning, bunker scheduling, and operating efficiency
- Securing contracts between the charterer and ship owner

### Experience:

**First Class Cadet Watch Officer 2019 - TS Empire State VI, 2017-2019**

**Two Bar Rank | Safety and Supply Officer | Training –**

**Second/Third Class Cadets**

- Ensured navigation and vessel operations were in compliance with US Coast Guard regulations
- Trained Second/Third Class cadets in terrestrial navigation, celestial navigation, and safety management

### Research:

- Off Shore Windmill Energy
- Autonomous Shipping
- Green Passport

### Letters of Recommendation Available

Contact: Brendan Pezzulo

Phone: 973-229-0373

Email: [bpezzulo1@gmail.com](mailto:bpezzulo1@gmail.com)

(S01-20)

### 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](mailto:transformation@dx9.io)

(S19-07)

## 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: DEPUTY COMMISSIONER (TRANSPORTATION)

Civil Service Title: DEPUTY COMMISSIONER (TRANSPORTATION)

Level: M7

Title Code No: 95903

Salary: \$180,000.00-\$235,000.00

Title Classification: Exempt

Business Title: Chief Operations Officer/Deputy Commissioner

Work Location: 1 Bay Street, Staten Island, NY 10301

Division/Work Unit: Ferry/Administration

Number of Positions: 1

Job ID: 438667

Hours/Shift: 35 hours/Monday-Friday

## **JOB DESCRIPTION**

Serves as the Chief Operations Officer of the Staten Island Ferry and Deputy Commissioner of the Ferry Division for the New York City Department of Transportation. Provides executive leadership and direction for the safe and efficient operation and maintenance of the vessels, terminals and facilities of the Staten Island Ferry, including management of over 600 employees, including 450 mariners, and an annual expense budget \$63 million (PS), \$44 million (OTPS) and 10 Year Capital Plan of approximately \$450 million. In collaboration with the Commissioner and Agency Chief Operations Officer, serves as a member of Top Management providing commitment, leadership, and the highest levels of management to the Staten Island Ferry's Safety Management System (SMS), in accordance with International Safety Management (ISM) Code requirements. Regulates private ferry operations within the City of New York. This role will include significant employee engagement in a union environment.

### **EXAMPLES OF TYPICAL TASKS:**

Responsible to serve as the highest level of authority with the SMS in matters relating to administration, engineering, operations and safety. Establish and coordinate the effective implementation of a Safety & Environmental Protection Policy. Oversee activities of senior management of functional areas, including customer relations and customer service. Ensure the entire Staten Island Ferry system is operated safely and effectively in accordance with principles of good seamanship and all applicable laws and regulations, including U.S. Coast Guard regulations. Responsible for ensuring that all Staten Island Ferry personnel are properly trained and fully familiar with all applicable regulations, including NYCDOT policies and regulations. Represent the agency to and interacts with other local, state and federal government agencies, elected officials, private ferry operators, city unions and other stakeholders. Performs related managerial duties.

The Staten Island Ferry is a critical link in the City's transportation infrastructure and carries over 25 million passengers annually between the St. George Terminal in Staten Island and the Whitehall Terminal in Lower Manhattan, operating 365 days per year around the clock. The Ferry Division exemplifies DOT's mission in providing for the safe, efficient and environmentally responsible movement of people and goods in the City of New York.

### **MINIMUM QUALIFICATION REQUIREMENTS**

Baccalaureate or higher degree in operations management, business management, marine transportation, nautical science, marine engineering, or related discipline from an accredited college. Maritime industry relevant work experience may be substituted for degree.

### **PREFERRED SKILLS**

1. Possession of a valid Merchant Mariner Credential (MMC) issued by the U.S. Coast Guard (USCG), with endorsement as Master (unlimited tonnage) or Chief Engineer (unlimited propulsion power) strongly preferred.

2. Strong background in all aspects of maritime management, including operations, engineering, maintenance and repair, personnel management and regulation issues.
3. Experience with implementation and/or operation of Safety Management Systems in accordance with ISM code.
4. Superb managerial and communication skills.
5. Experience with passenger ferry systems in a managerial capacity is preferred, but not required.

### **ADDITIONAL INFORMATION**

**TWIC REQUIREMENT:** Once selected for employment at the Staten Island Ferry, federal regulations require that the applicant must either undergo a federal background check as part of the Transportation Worker Identification Credential (TWIC) program or already possess a TWIC. The TWIC must be obtained within 30 days of appointment, and be maintained for the duration of employment. For further program information, visit: <https://www.tsa.gov/for-industry/twic>

**NOTE:** This position is open to qualified persons with a disability who are eligible for the 55-a program. Please indicate in your resume or cover letter that you would like to be considered for the position under the 55-a program.

### **RESIDENCY REQUIREMENT**

New York City residency is generally required within 90 days of appointment. However, City Employees in certain titles who have worked for the City for 2 continuous years may also be eligible to reside in Nassau, Suffolk, Putnam, Westchester, Rockland, or Orange County. To determine if the residency requirement applies to you, please discuss with the agency representative at the time of interview.

### **TO APPLY**

All resumes are to be submitted electronically. Current City Employees: Please log into Employee Self Service (ESS) at <https://hrb.nycaps.nycnet>, follow the Careers link and search for Job ID number 438667.

All other applicants:

Please go to [www.nyc.gov/careers/search](http://www.nyc.gov/careers/search) and search for Job ID Number 438667.

If you do not have access to a personal computer:

Please visit your local public library. Most public libraries have computers available for use. No phone calls, faxes or personal inquiries permitted. Only those applicants under consideration will be contacted. For more information about DOT, visit us at: [www.nyc.gov/dot](http://www.nyc.gov/dot).

**Posting Date:** 3/20/2020

**Post Until:** Filled

The City of New York is an Equal Opportunity Employer

(HW05-20)