

UP COMING EVENTS

SAVE THE DATES

MAY 2014

Monday Afternoon, May 19, 2014

CMA Spring Golf Outing

Sterling Farms Golf Course

1349 Newfield Avenue, Stamford, CT 06905

Thursday, May 29, 2014

CMA Speaker Luncheon

Speaker: Stephen Gumpel, Vice President,
Eastern Region, ABS Americas

“Achieving ECA Compliance Through
Best Fuel Management Practices”

Water’s Edge at Giovanni’s II

2748 Post Road, Darien, CT 06820

Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
Members \$45 / Non-Members \$50

JUNE 2014

Thursday, June 12, 2014

CMA Education Awards Luncheon

Keynote Speaker:

Robert P. Burke, Partner & CEO, Ridgebury Tankers
and

Presentation of Annual CMA Education Awards

Water’s Edge at Giovanni’s II

2748 Post Road, Darien, CT 06820

Cash Bar: 12 Noon – Seating for Lunch 12:45 pm
Members \$45 / Non-Members \$50

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PRESIDENT’S NOTES

The Circle of Life, a statement that can be applied to many areas in our lives, and one that produced a lump in my throat when, last weekend, as I was waiting for my 17 year old son to finish a coaching class, I happened to chance upon a little league baseball game taking place in the same park.

As I watched the enthusiastic faces of the 6 & 7 year-olds, and the fiercely competitive way in which they just wanted to get that hit or make that out, it really struck me (no pun intended) that it this was not something learnt, it was

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something instinctual – a gut driven part of the human character.

The impulse to win could be attributed to any case where the fight to survive of an individual supersedes that of the desire to work and win as a team.

This same impulse saved my life but endangered another, when, as a 6 year old, I got into trouble when swimming in a lake in up-country India and my elder brother came to my rescue, my instinct, and panic driven strength, drove him under water and stood on his shoulders, luckily our father made it there in time to save us both.

So the concept of teamwork is one that has to be learnt, it is not something with which we are born. Through the years I am sure that we have all encountered those who question why companies or offices should go to the added expense of getting involved in team building activities, and why should companies support those employees who chose to spend some of their own time with those who we see everyday at the office anyway....?

I believe that the answer is really quite simple, Esprit de Corps – that feeling of loyalty between members of a group and one which companies ignore at their peril. If you take away the feeling of being a part of a team you will definitely diminish the loyalty felt towards the company.

To me it is plainly obvious that companies, which, in the drive to satisfy shareholder demands for greater returns, restrict financial support for these “extra-curricular” activities, run the very real threat of losing the team in teamwork.

Ian Workman / President

FROM THE EDITOR

The April luncheon and Annual General Meeting (AGM) was attended by about 65 people. The Elections went well. We have some new people on the Board of Governors and new (really just updated) By-Laws. Thanks to Nora Huvane, Chair of our Communications Committee, we have two distinguished speakers lined up --- May 29th and June 12th. The July picnic is ahead and then our grand gala CMA birthday party in September.

This month's FACTOIDS & STUFF (it's back!) speaks about the cost of environmental compliance for the world's fleets. Along the same lines and seeking some scientific input on what is and what is to come, I attended a low key "Conversation with Admiral Thad Allen, USCG(ret)" sponsored by Woods Hole Oceanographic Institution (WHOI) in NY the evening of April 30, 2014). The intention was to connect the lessons learned from disasters past to the role of applied science in future disasters, preparedness and recovery. I am happy to report Admiral Allen remembers CMA --- from when he was a Captain in New Haven and Sector Commander Long Island Sound as well as when he was with us as Commandant. Listening to him is a pleasure after the noise we often hear from Washington and our State governments.

After the event I had a chat with the two scientists (Chris Reddy, Ph.D. and Jeff Donnelley, Ph.D.) from WHOI. They explained the science sides to the Admiral's functional views of the lessons of KATRINA and DEEPWATER HORIZON. I suggested one of them might want to speak at a

CMA luncheon maybe in the Fall. I think you would enjoy hearing either of them speak.

Lorraine Parsons and I (standing in for Jim Lawrence) were invited to serve as reviewers of team delivered Power Point presentations by three teams (about 40+ students) from Rippowan-Cisqua School (Bedford, NY) at SUNY Maritime College in the Bronx. I can almost hear you questioning what this is all about.

The Project, this year as in years past, was to Design a Nuclear Powered Research Submarine. I'll skip the details. Suffice to say the presentations were great, the physics and engineering were researched and well thought out, and the students (8th graders) extremely poised and polite. Besides us, the reviewers included several Ph.D. s, engineers and naval architects and the winner of CMA's student papers competition at Shipping 2014. There may be things to be learned from these students' presentations.

Don Frost

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MEMBERSHIP NOTES

We are pleased to welcome the following new members.

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Mr. Robert Almeida, Partner & Chief Marketing Officer, gCaptain.com, Annapolis, MD

Mr. Jonathan Anthony, Dir. Corporate Communications, Teekay Corporation, Vancouver, BC, Canada

Dr. Tasos Aslidis, CFO, Euroseas Ltd., Maroussi, Greece

Mr. Steve Bee, Global Business Director, Intertek ShipCare, Darlington, United Kingdom

Mr. Raghuvir Bhavnani, Vice President, Viswa Group, Houston, TX

Mr. Julian Bray, Editor-in-Chief, TradeWinds, London, United Kingdom

Ms. Henriette Brent-Petersen, Managing Dir., Shipping & Offshore Research, DVB Bank SE, Schiphol, Netherlands

Mr. Robert P Burke, Partner & CEO, Ridgebury Tankers, Westport, CT

Mr. Jasen James Butler, Owner, Intrepid Oceans Marine, Jupiter, FL

Mr. Philippe Cambos, Dir. Oil & Gas Projects, Bureau Veritas, Neuilly-Sur-Seine Cedex, France

Mr. Roberto Cazzulo, Chairman, RINA Services S.P.A. / IACS, Genova, Italy and Chairman of IACS

Capt. Conti P. Coluntino, Commercial Manager, Foss Maritime Company, Beverly, MA

Mr. Geoff Davenport, President, Int'l. Business, Corvus Energy Limited, Richmond, Canada

Mr. John S. Denholm, Chairman/CEO & President of BIMCO, J & J Denholm Ltd. / BIMCO, Glasgow, United Kingdom

Capt. Marcus P Dodds, Partner, Reed Smith LLP, London, United Kingdom

Mr. Andrew S Drury, Principal / COO, Convoy Shipping, Greenwich, CT

Mr. David Ferencsik, General Manager, North America, Wallem Americas Inc., Houston, TX

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Mr. George J Hoyt, Founder, Face of Shipping, Honolulu, Hawaii

Mr. Bill Hutchins, Marine Project Engineer, Shell Trading (US) Company, Houston, TX

Mr. Paal Johansen, Vice President and Director of Operations, Americas, DNV GL, Katy, Texas

Ms. Ina Kaso, Operations Manager, UltraBulk, Stamford, CT

Mr. Jason P Klopfer, Commercial Director, Navig8 Americas, Westport, CT

Mr. Donald Kurz, Business Development, Keystone Shipping Company, Bala Cynwyd, PA

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Mr. Gerd-Michael Wursig, Bus. Dir. LNG fuelled ships, DNV GL Maritime, Oil and Gas, Hamburg, Germany

Welcome aboard.

Brian Robinson, Membership Chair

CMA INTERNS HELP

PROPEL GROWTH OF MARINE ENVIRONMENT PROTECTION

The North American Marine Environment Protection Association (NAMEPA), officially launched in 2007, is a nongovernmental organization committed to preserving the marine environment through educating seafarers, port communities and students about the need, and strategies, for protecting this important global resource.

Since its inception NAMEPA has supported maritime academies, harbor schools and students in North America through programs such as the annual Science Awards with the American Salvage Association (ASA) and the Art Contest in partnership with the Sea Research Foundation's Jason Project. Two years ago they began an in-house internship program in the summer with students who had an interest in the marine environment and/or the marine industry. They have worked with the CMA Education Foundation program which provides student interns with a stipend.

A partnership with NOAA, started in 2013, first sought to adapt and distribute their curriculum on marine debris throughout North America. Starting with 7 interns last the spring, summer and fall, the interns helped create presentations using 21st century education technology and Science, Technology, Energy and Mathematics (STEM). The program allows each intern to gain knowledge in current events of the marine industry through social media, educational events and meeting others currently working in the industry. NAMEPA has had a number of interns from the maritime academies as well and an effort has been made to introduce them to CMA member companies.

Each intern is asked to write an essay about their experience which is sent to the CMA Education Foundation. The program has been valuable in bringing exposure of the marine industry to students. It is through the CMA's Education Foundation that NAMEPA's internship program is able to attract students to learn more about maritime and increase marine environmental awareness. These programs have the potential to reach thousands of students throughout North America. NAMEPA is grateful for this support!

SAVE THE DATE



Thursday evening
September 25, 2014

Burning Tree Country Club
Greenwich, Connecticut

Full Details Coming Soon!

SCENES FROM THE CMA'S APRIL ANNUAL GENERAL MEETING LUNCH



EIGHT BELLS – WES WHEELER

Once again a member, in this case a very long time and active member, has passed away. It is with deep regret that we note the passing of Wesley D. Wheeler on Friday April 18th, 2014. He had been feeling poorly and self admitted himself to the Stamford CT hospital where he was diagnosed with cancer which took him away very quickly. He was 80. Besides his friends at CMA, he will be fondly remembered by members of the Society of Naval Architects and Marine Engineers (SNAME) and the Society of Maritime Arbitrators (SMA). He is survived by his wife, a son and brother and sister. Wes is a direct descendent of the Wheeler Shipbuilding Company of Brooklyn NY, a connection few of us knew about since the company closed shortly after WWII. A small family ceremony was held April 21st and a service to celebrating his life and career was held at the 5th Avenue Presbyterian Church May 3rd.



Photo credit: Gail Karlshoej

CMA SOFTBALL

As the Connecticut Maritime Association's Softball League is set to begin a new season, I am pleased to announce that Greg Kurantowicz of Moran Towing will be taking over the duties as softball commissioner. Joining Greg as assistant commission will be Sarkis Nahigian of Heidmar.

If you are interested in playing this year we can help place you on a team. Please reach out to Greg or myself if you are interested in playing. Greg can be reached at greg@morantug.com.

Ryan Jurewicz, UniAmericas
203-893-5489, CMA Social Chair

THE FALL OF U.S. INTERNATIONAL SHIPPING

1960-1990

By Donald B. Frost

In January I mentioned the U.S. National Maritime Strategy Symposium held in Washington and we heard a bit more about the event from the Acting Maritime Administrator himself at Shipping 2014. As noted in our February Newsletter virtually all of the solutions to the current state of the U.S. international fleet were derivations of past laws, policies or programs.

It occurred to me that most of our readers are not familiar with these laws, policies and programs, why they came to be and their effects. The history of U.S. Maritime Policies is long but those most referenced are fairly recent. For those who may be familiar with these laws, I ask your understanding that to keep the timeline for these developments on track many related prior and contemporaneous debates and events had to be left out.

Most of the laws we have today have their origins in the 1916 Merchant Marine Act (i.e.-using mail contracts to subsidize ocean carriers) and the 1936 Merchant Marine Act (i.e.-building ships designed to be readily convertible into transport and supply vessels in time of national emergency, American owned and crewed, government paid national defense features, government paid Construction and Operating Differential subsidies, structured trade routes). I chose the period from 1960 to 1990 (Presidents Kennedy through Reagan) for this review. Nearly all of the following comes from the book "THE ABANDONED OCEAN: A History of United States Maritime Policy" (University of South Carolina Press, 2000) by Andrew Gibson and Arthur Donovan. Mr. Gibson served as U.S. Maritime Administrator 1969-72 and later was a visiting professor at the US Merchant Marine Academy (Kings Point). Mr. Donovan, a history teacher, was the Head of Kings Point's Department of Humanities.

Prelude

"The pattern of labor relations that emerged following the 1934 strike (Ed: The 1934 West Coast Waterfront Strike which lasted 83 days was triggered by seafarers), and the subsidies provided under the 1936 Merchant Marine Act, dramatically shifted decision-making power within the maritime industry and created an unlikely community of interests between the shipowners, and the (seagoing) unions." ... "Union leaders and ship operators formed joint lobbying

organizations that pressured the government to provide freight (cargoes) and funds they needed to survive. They usually could count on support from the Department of Commerce and the Maritime Administration (Note: At that time the Maritime Administration was part of the Dept. of Commerce), but other government departments opposed their requests.”

The Kennedy Administration (1961-63)

“In the 1960s relations between the maritime industry and the federal government became increasingly contentious. The industry, while becoming ever more dependent upon federal protection and subsidy, was also exhibiting the irritating attitude that it was entitled to such funding and shelter from competition. Savvy administrators tried to steer clear of the maritime policy quagmire, but the issues could not be entirely ignored.”

While the Maritime Administration was generally supportive of the owners and unions, “the State Department pointed-out that friendly nations objected to cargo reservations, and the Department of Agriculture complained of the high cost of shipping grain on U.S.-flag ships. This issue came to a head in 1963 after the large grain sales to the Soviet Union had been negotiated.”

“The Russian grain sales were private transactions and hence, it was assumed, not subject to existing cargo preference requirements. The grain had been grown under a government agricultural subsidy program, however, and the unions and ship owners claimed this made the shipments subject to PL480 (the Food for Peace Program). President Kennedy, seeking to avoid controversy, decided to impose the condition that American ships be employed ‘to the extent that they were available.’” “When the Russians refused to pay any shipping premium, the grain dealers (Continental Grain and Cargill) claimed there were no American ships available that could meet the particular conditions at the Black Sea ports where the grain was to be

discharged. The seamen’s unions objected and, in alliance with the longshoremen, began a boycott of all Russian ships and cargoes”. The ensuing “stalemate killed the grain deal and postponed for another decade the opening of regular trade with the Soviet Union”.

The Lyndon Johnson Administration (1963-69)

Johnson made several unsuccessful attempts at resolving maritime policy problems. After the grain boycott began in 1964 the president created a grievance committee of labor and management but the unions distrusted the committee. It was soon disbanded and the grain boycott continued.

The president wanted to pull all the government’s transportation activities into a single office, and in October 1966 Congress approved the creation of a new Department of Transportation (DOT). The department was to take charge of all transportation functions previously exercised by the Department of Commerce; it was also assigned the duties of some independent agencies and responsibility for the U.S. Coast Guard which had been part of the Treasury Department”.

“Although it was originally intended that the Maritime Administration (MARAD) would be located in the new DOT, the maritime industry opposed the move, and it remained in the Department of Commerce.” “There was an administrative rationale in keeping MARAD in the Department of Commerce. The functions of DOT were primarily regulatory whereas the primary functions of MARAD were promotional. The Dept. of Commerce was created to promote American business; there was little reason to think DOT would understand or strongly support such programs.”

“As the Johnson administration wound down, the estrangement between the maritime industry and the government increased. Johnson’s maritime policy gridlock presented Richard Nixon with a political opening that he exploited during the presidential campaign in 1968 and during the early



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years of his administration.”

The Nixon Administration (1969-74)

The 1970 Merchant Marine Act was “To revive the shipbuilding industry the president proposed coupling new shipbuilding initiatives with a rollback of construction subsidies. Title 5 of the 1936 Merchant Marine Act set the normal rate for construction differential subsidies (CDS) at 33-1/3%, but payments up to 50% were authorized in special circumstances. The higher rate quickly became the norm, yet the industry was still hobbled by (President’s quotes here) “low production rates and high production costs.” The President noted further the solution could only be achieved “if our builders are able to improve their efficiency and cut costs.”

“To create work for the shipyards, Nixon proposed a ten year program of thirty ships each year. To force improvements in efficiency, he proposed reducing the shipbuilding subsidy (CDS) in the first year from 50% to 45% and by 2% every year thereafter until a maximum of 35% had been reached. He also proposed that construction subsidies be made available for building bulk carriers and the liners authorized by the 1936 Act, and that the subsidies be paid directly to the shipbuilders rather than channeled through the shipowners. To help finance new construction he proposed that the level of federal mortgage insurance (Title XI) be raised from \$1 Billion to \$3 Billion.

“The new program also proposed changes in the Operating Differential Subsidy (ODS) system. Operating subsidies were to be made available to bulk carriers with the expectation that the premium rates being paid for cargo preference would be eliminated.” That idea had been around for two decades. In 1950 the former Secretary of the Army, Gordon Gray made the argument in a memorandum to then President Truman: “Cargo preference is, first of all, a concealed subsidy, and thus not subject to the scrutiny and supervision which is accorded to open subsidies. Secondly, cargo preference is a blunt and capricious instrument for maintaining a fleet of security size... is completely unrelated to estimated security requirements. Finally the cargo preference policy relieves ship operators of the pressure to compete in service and rates.”

The 1970 Act also elevated the Maritime Administrator to the level of Assistant Secretary (of Commerce) and ignited a power play in the Administration. Giving the maritime administrator the additional title identified him as the administration’s chief spokesman for maritime policy.

The new law stimulated the largest peacetime private shipbuilding program in U.S. history. “But even after passage of

the 1970 Act the U.S. merchant marine had to contend with two closely related facts. One was rooted in the long history of federal maritime policy. While the new act made significant changes in existing policies it left in place a number of conditions that continued to make U.S. shipping a high-cost venture. The other fact was that policies designed to promote international shipping had to be measured in the international market that was intensely competitive and changing rapidly. American shipbuilders did not succeed in lowering their costs to be competitive with world levels. In fact when construction subsidies were eliminated, U.S. shipowners engaged in foreign trade had no choice but to buy foreign built ships or go out of business.”

“By 1970 the United States had accumulated a huge surplus of grain and the Soviet Union was the only customer prepared to buy it. But no grain bound for Russia could be loaded at U.S. docks so long as the longshoremen sustained the boycott. President Nixon’s emissaries offered the seagoing unions a compromise that they thought the longshoremen would accept under which the Soviet Union agreed to move a significant portion of the cargoes in American ships.” “Leonid Brezhnev had staked his political career on reaching détente with the West and therefore reopening trade with the United States was crucially important to him. An agreement was signed in October 1972 that stipulated one third of all cargoes would be reserved for American ships while the remainder was to be divided between Soviet and third-flag ships.” “The Russians were able to exploit the agreement until their invasion of Afghanistan in 1979 caused President Carter to cut off further shipments and the longshoremen renewed their boycott.”

The Ford Administration (1974-77)

The Arab-Israeli War of 1973 and the following oil embargo “sent oil prices skyrocketing. Demand plunged and many tankers were laid up. The collapse of the market stopped the fledgling U.S. tanker-building program dead in its tracks but U.S. maritime labor was determined to turn the energy crisis to their advantage.” A bill that proposed that 30% of US petroleum imports be shipped on U.S. ships was strongly supported by US unions (MEBA, SIU and the shipbuilders). The Bill passed in the House and Senate (May of 1974). Since Congress had already acted it was left for President Ford to determine the fate of this contentious bill. For reasons never made clear the legislation died through a “pocket veto” by the President Ford.

However, “the 1977 law that authorized the Strategic Petroleum Reserve stipulated that 50% of all the oil purchased for the Reserve had to be transported in American ships.”

The Carter Administration (1977-81)

The unions refused to give up in their efforts to require U.S. tankers carry a portion of every-day purchases of oil, and they put their political support behind Jimmy Carter who challenged Ford in the next election. "When Carter was elected a new bill was introduced that would reserve a more modest 9.5% of oil imports for U.S. ships. Apparently Carter was embarrassed by the implied quid pro quo and that became the kiss of death for the bill and it died after being defeated in the House."

The Reagan Administration (1981-89)

"When Ronald Reagan took office his long time economic adviser, Martin Anderson was appointed Assistant to the President for Policy Development. Anderson was a classic free trader, categorically opposed to all government subsidies to industry. He played a crucial role in making budgetary considerations, rather than political and national security considerations, central to Reagan's maritime policy." As a result CDS and ODS fell by the way.

"By 1980 the U.S. merchant marine had surrendered the dominant position in world trade that it occupied at the end of World War II. Few doubted that the United States should have a merchant marine, yet no one in the Administration or Congress was willing to absorb the political heat that would have been generated by an attempt at real change. Those who worked in the maritime industry realized how dependent they were on public subsidy and protection, and they clung desperately to the programs that sustained them. From an industry point of view, laws like the Jones Act (part of the 1920 Merchant Marine Act which requires ships used to transport goods between U.S. ports had to be built in the US, crewed by US seafarers, and majority owned by U.S. entities), were the best form of support. The unions knew this, as they demonstrated when they sought to capture a share of the oil trade for U.S.-ships, but that strategy alone was not enough. Direct subsidies and inflated shipping costs that had to be paid out of agency budgets (e.g. - USDA/Food for Peace Program) were more visible and vulnerable forms of support, yet they remained indispensable to the industry."

"The Maritime Administration's ability to speak forcefully in behalf of the industry was significantly weakened when it was transferred from the Department of Commerce to the Department of Transportation in August 1981. During the transfer the additional title of Assistant Secretary for Maritime Affairs, and the responsibility for formulating maritime policy, was assigned to the Secretary of Transportation and his staff."

Until the imposition of the Income Tax in 1913 customs duties funded nearly the entire federal budget including all of the nation's ports. The reasoning then was that since the entire nation benefited from the trade that flowed through the ports, the nation should maintain and improve the ports to collect further revenue.

Since 1986 port services are paid for by fees on the ships and port users. These fees raise U.S. port costs that are passed on to shippers and in the case of imports, appear as higher prices paid by consumers. But the harbor fees also become a de facto tax on exports that make U.S. exports less competitive. In a 1998 decision the Supreme Court ruled that a fee on exports was a tax and not permitted under the Commerce Clause of the Constitution. Strangely they only applied the ruling to the imposition of fees on exports under the 1986 Harbor Maintenance Trust Fund, but not on other fees. The Harbor Maintenance Trust Fund is supposed to pay for maintenance dredging of harbors and waterways. It is funded by an ad valorem tax on cargo and, until the Court's 1998 decision, was imposed on both imports and exports.

Only half the money collected has actually been spent for the purposes intended. At a time when ships have been getting bigger and deeper every year, money for actually deepening our harbors requires separate Congressional funding that in all but a very few exceptions has been denied. (Current example: deepening Savannah, Georgia). Today most of our major trading partners' ports are deeper and/or more efficient than those of the United States.

The concept of "Controlled Foreign Corporation" in the U.S. Tax Code goes back to 1962. The idea was not to tax a shareholder of a corporation on the corporation's income until the income is distributed in the U.S. as a dividend. American controlled foreign flag shipping companies were part of that. In 1985 the maritime unions and their allies in Congress proposed to change this law. The change was passed in 1986 under the theory that by forcing U.S. ship owners to treat foreign income as domestic income it would force the owners to reflag their ships to U.S. flag with U.S. crews. However, U.S. owned foreign flag ships were sold offshore to foreign owners. American President Lines was sold to Neptune Orient Lines, SeaLand Service was sold to Maersk, Lykes Lines was sold to CP Ships, and Farrell Lines was sold to P&O Nedlloyd. Many other companies, including those with tankers and bulk carriers like my employer at that time, sold all or a controlling interest in their ships to foreign companies. It was the final blow to the U.S. international liner companies.

The foreign flag shipping provisions of 1986 Tax Act were reversed by the American Jobs Creation Act of 2004, but the U.S. industry, especially the liners, never really recovered.

Post Reagan (1990-2014)

When Ronald Reagan was elected in 1980 he was committed to making sure the U.S. had the world's leading navy, but commercially the nation ceased to be a commercial maritime power. Since 1990 we have seen the demise of the Former Soviet Union with changed trade patterns, the emergence of China and globalization. The U.S. portion of world trade (exports and imports) has declined about 6+%. To be sure U.S. volume has increased but the rest of the world has grown much faster.

A global industry, shipping since Reagan has seen technical change especially containerization, larger ships of all kinds and environmental awareness (e.g.- ballast water systems that remove invasive species and engines that lessen harmful emissions of greenhouse gases). Today few US built ships engaged in international trade meet even U.S. standards. Perhaps most notably, shipping, always a commodity itself, became hyper-competitive just as commodity prices moved from a long term deflationary trend to an inflationary trend. U.S carriers can't compete.

In the area of maritime policy little has changed in the United States. The Maritime Security Act of 1996 side steps the demise of the Operating Differential Subsidy (ODS) (it pays owners \$3.1 million per ship per year for making 89 ships of questionable defense value in a 21st Century combat situation available in event of a national defense emergency. There have been some overdue changes in the regulation of the liner (container) sector culminating in the Ocean Shipping Reform Act signed in May of 1999 and the Maritime Transportation Security Act of December 2002. The recent support of U.S. courts of the P3 Network (the container ship alliance of Maersk Line, Mediterranean Shipping and CMA CGM which operates 255 ships with 2.6 million TEU capacity on 28 service loops) is noteworthy but it does not represent government policy as such.

MARAD's Second National Maritime Strategy Symposium scheduled for May 6, 2014 is said to be an attempt to start the process of creating effective new policy. The challenge in creating new policy is that lobbying in Washington --- and the millions of dollars and fees that lobbyists collect --- is often about stopping new policies and preserving the status quo.

Consider the fact that most American maritime policies were inherited from Great Britain. In the mid 1840s Parliament eliminated these mercantilist laws as no longer useful. The United States has not moved in that direction. Is it time for change? If so, write to your elected representatives. They need to know what you think.

If you don't know the names of your Senators or Congressmen, or how to contact him or her, log onto www.senate.gov and sort by state, or www.house.gov/representatives enter your zip code.

MY LIFE IN THE ROYAL NAVY - 1899-1947

A SAILOR'S STORY - PART 10

By Hugh Turnour England

My Service at the Admiralty (1918-

In due course my sick leave came to an end and I was appointed to the Admiralty as assistant to my old friend, Captain Coode, who was director of Operations (Foreign). I learnt a great deal from him and admired his administrative ability, often writing long signals to be despatched and hardly ever having to alter a word. We were kept busy especially after the Armistice in 1918 and I remember Captain Coode coming back to his office after dinner sometimes working till the small hours. All sorts of situations had to be cleared up and I came in contact with very interesting people.

One of these was Lord Curzon, Foreign Secretary at that time and very pompous, apt to use wonderful language which I have never forgotten. An example of this was when, by slight mistake, a letter was sent to the Foreign Office by the Secretary of the Admiralty in Captain Coode's blunt words. One morning I happened to go and see him when he was reading the reply from the Foreign Office to this communication, bursting with laughter, which was unusual for him at that time of day!

Starting with the usual compliments from the Secretary at the Foreign Office to his opposite number at the Admiralty, the letter went on "But the Marquis Curzon of Kedleston desires me to say that he, the Marquis considers your letter is couched in terms that surely are unusual, causing his Lordship no small surprise". I believe the Secretary of the Admiralty took a long time to live this down.

On another occasion I attended a conference at the Foreign Office dealing with a crisis in the Arab world. Lord Curzon was Chairman, when Ibin Saud, Head of the Wahabi Arabs, was at loggerheads with Abdullah, Head of the Hashmanite sect and the former threatened to advance with his army on Mecca and burn the holy places down. I was intrigued to hear Lord Curzon say we must send Gertrude Bell out at once and did not know that she had lived among the Arabs and had great influence with them. Actually she was not available and a man named Philby was sent out instead of her, when he carried out his mission successfully and peace was restored.

Among other operations we had to deal with after the Armistice was in the support we were giving to the White Russians fighting the Bolsheviks in North Russia, and in the Black Sea under General Kolchak from Vladivostok. It was a heavy commitment particularly as we were demobilizing our forces and, beyond providing Naval and Military missions, we were supplying them with large amount of guns and ammunition. Eventually it was stopped by Lloyd George, which I thought was wrong, but the far seeing Captain Coode considered it was the right decision, and I had to alter my opinion.

In North Russia at Archangel, our senior Naval Officer was a comical man, Admiral Bobby Kemp, with a large red beard and quite a character. We were almost continually receiving signals from him asking for all sorts of things to replace what he said had been removed by his Russian predecessors from his flagship, the old battleship "Mars". At long last having received very little, he sent a long signal repeating most of his former requests and ending with the words, "There is nothing left in my cabin except a large double bed. I have neither the ability nor the inclination to use it as my Russian predecessors did and I pray my requests may be granted". It worked and he got everything he had asked for.

One last anecdote about Lord Curzon, which was going round society at the time, I think, is worth relating. Nightclubs were coming into vogue in London and one, the Ambassadors, which had just opened was very popular. The story runs that one morning Lord Salisbury was visiting him and they were talking in his study when Lady Curzon entered. Lord Salisbury said good morning to her adding that he was glad to see her looking so well at the Ambassadors last night. Lord Curzon followed this polite

remark, saying, "Mary, you told me you were playing bridge!" Lady Curzon who was very good looking was a sister of Mr. Leiter, my millionaire friend I met in China before the war.

FACTOIDS & STUFF

By Donald Frost

An eclectic collection of facts and opinions about the shipping business.

According to the international accountants specializing in shipping companies, Moore Stephens (London), nobody can provide any useful idea of just how much complying with the environmental regulations will cost. The firm's shipping partner, Michael Simms, warns: "Think of a number. Any number will do, so long as it is very big. Then double it. The (resulting) answer is likely to be as accurate as any supposedly informed estimates circulating in the shipping sector about the likely size of the industry's bill for achieving compliance with incipient environmentally-inspired regulations governing the operation of ships." Click [here](#) to view his full statement. It is both sobering, and an invitation to a strong drink.

EPA and the Army Corps of Engineers propose expanding the Clean Water Act that would redefine the scope of their shared jurisdiction under the Clean Water Act. Just about every major business, not to mention individuals, will be affected directly or indirectly. See K&L Gates "Legal Insight" April 3, 2014 Barry Hartman (spoke at Shipping 2014) lead author.

On April 22, 2014 the European Commission's Maritime Commission clarified its rules on cabotage. The U.S. Maritime Strategy Symposium May 6th is aimed at domestic shipping and the Jones Act. It is noteworthy that Europe liberalized almost all of their cabotage rules January 1, 1999 (See announcement by EU April 23, 2014).

The first regularly scheduled direct container ship service from a main European port to a U.S. Great Lakes port began with the arrival of a Spliethoff 12,178 DWT container ship at Cleveland April 19, 2014.

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 \$200.

Candidates seeking employment must be a CMA member at a rate of \$75 per year or \$35 per year for students.

To become part of the Job Mart please call (203) 406-0109 or

email: conferences@cmaconnect.com

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

SITUATIONS WANTED

Candidate 1: Experienced HR Manager

Top Recruiter / HR Manager for international shipping company seeks US positions.

Doing similar:

- 12 years recruiting, sourcing, headhunting, testing successfully;
- Manger staff of 12, interface with office s in Germany and Cyprus ;
- Holds MBA, Marine Engineering degree;
- Fluent in speaking and writing English, French, Russian and Ukrainian;
- Strong communication and strategic planning skills;
- Excellent PC skills;

Holds Green Card and relocate immediately, willing to negotiate.

Contacts: Sergiy Bilyy

Email: sergybilyy@yahoo.com

Cell: 929-7770257

(S14-01)

Candidate 2: Vessel Operator Looking for Operations/Chartering Position

Experienced tanker operator with dry-bulk exposure seeking operations/junior chartering opportunity. Valid USCG 3rd Mates Unlimited Tonnage Deck License. Ability to relocate.

- Supervised a fleet of clean and dirty tankers predominantly in the USG/USEC/Carib

Coordinated and managed both loading and discharge operations with owner/charterer

- Managed communications between all parties including charterers, ship owners, P&I clubs, and ship agents
- Oversaw all company post-fixture/demurrage claims handled in a timely manner
- Worked closely with Freight Accounting to facilitate invoice accuracy
- Mediated contractual disputes in accordance with terms and conditions agreed to in charter parties

If interested, please feel free to contact for resume and or references.

Contact: Sean Hackeling

Cell: 1 561 801-3119

E-Mail: Seanhac.07@gmail.com

(S14-02)

Candidate 3: Entry level operations, research or chartering position

Recent college graduate seeking a position relevant to ship operations, market research or chartering in NY or the Greater NY area.

Relevant Experience:

- Former intern at Roymar Ship Management - experience in preparing laytime statements, freight/hire invoices, route/cost calculations, crew injury claims, statistical reports, updating MLC and ISM certificates and vessel schedules.
- Operations and Production Supervisor at Select Fish S.A.

Background:

- M.S. in International Transportation Management - SUNY Maritime College
- Chartering Certificate - accredited by ASBA
- B.S. in Economic Development - University of Central Greece

Contact: Georgios Kouzoumis

Cell: 1 (347) 589 - 2503

E-Mail: Kouzoumis.georgios@gmail.com

(S14-05)

Candidate 4: Recent college graduate looking for entry level position

Seeking entry level position in logistics, port security, importing/exporting, or port/terminal management.

Graduated SUNY Maritime College with a BS in International Transportation and Trade, an AS in Marine Transportation Small Vessel Operations, and a Minor in Intermodal and Maritime Security.

Resume available upon request. Willing to travel within Connecticut and New York.

Contact: Devon Marcinko

Cell: (860) 488-4107

E-Mail: marcinkod@live.com

(S14-05)

Candidate 12:

Experienced Commerical Operator

Experienced Commercial/Tanker Operator looking for a relevant position in a NY shipping company or the Tri-State Area.

- 8 years experience in Operations & Post Fixtures in both Tankers and Bulkers
- MS in International Transportation management from SUNY Maritime

Area of Specialization

- Provide Documentation, Information and Questionnaires for Vessel's Fixture
- Daily Vessel Operations & Post Fixture Operations / Charter Parties
- Cargo Document Review & Authorization
- Voyage Orders/Agency Appointment/Vessel Instructions
- Vessel Performance Monitoring
- Bunker Efficiency
- Vetting Status Monitoring / Sire Arrangements / TMSA Audits / ISM
- Port & Husbandry DA Authorization

- Class Status Monitoring
- U.S. Citizen
Contact: Anthony Mavrogiannis
Email: Anthony_Mavrogiannis@yahoo.gr
Primary number +1(718)626 1958
Telephone: +30 210 9119312
Cell: +30 6936198801

(S13-06)

Candidate 13:

Entry level position in ship operation

Robert Nigel Pritchard

Recent College Graduate looking for entry level position in ship operation, safety or maritime security. Former CMA intern at Holland and Knight LLP, in New York 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". CV and recommendations available upon request. Willing to travel within the NYC metropolitan region.

Cell: +1 646 378 8446

E-Mail: rnigel.pritchard@gmail.com

(S13-08)

Candidate 14:

Ships Officer Looking for Entry Operations Position

Second Mate, Deep Sea, International Shipping

Seeking entry position in Operations, Voyage Planning, Chartering

Experienced with Bulk, Break-Bulk, Container, and Project Cargo.

Voyage Planning

Loading/ Discharge of various cargo

Cargo Claims

2010 Graduate, SUNY Maritime College

BS Marine Transportation, Minor, Ship Management

ASBA Charter Parties I & II Certified

Email: medsavag@gmail.com

(S13-12)

The Crew Manager will also be responsible for Internal Safety Management, for the development and implementation of the Safety Management System (SMS). Ensure compliance with all elements of the ISM Code as they relate to Marine Department assets and personnel. Work with technical managers regarding security and safety management system issues. Ensure that the SMS is implemented and maintained ashore and onboard managed fleet. Monitor new regulations and develop new SMS procedures to meet the new requirements. Conduct SMS awareness seminars during vessel visits and to newly hired shore staff as well as sea-going staff visiting the office in order to increase employee awareness and comprehension with regard to the expectations as defined in the SMS. Perform internal audits as identified and necessary by the audit plan on board the vessels and in company offices. Be responsible for evaluation and follow-up of all proposed corrective actions. Control, update and distribute relevant parts of the SMS internally and externally. Look into all the potential hazards to the health and safety of the ship and its crew. Ensure that the crew maintains high standard of safety consciousness and knows all the important aspects of the ISM code related to safety. Ensure that the provisions of the code of safe working practices and safety instructions, rules and guidance for the ship's safety and crew health are complied with.

Experience Required

Bachelor's degree in Marine Transportation or related field required, Maritime Academy graduate preferred. Strong computer skills and working knowledge of Microsoft Excel/Word/PowerPoint/Access required. Written and verbal communications at all organizational levels in a clear and concise manner. Extremely detail oriented, focused, independent, and highly motivated. Willing to travel to vessels. Ability to adapt well to changing priorities and situations without a loss of effectiveness. Willingness to remain accessible for communication and consultation on an around the clock basis.

E-Mail: paulgrant123@gmail.com

Notes: To apply for this position email your resume in Word format. Include ISM Coordinator in the subject line to ensure your resume is routed properly. (HW05-14)

HELP WANTED

NOTE: two months of running your ad in this newsletter costs companies only \$200 - and it has proven to be THE place to be seen and answered.

Position A: Crew Manager

Ocean Shipping Company is looking for a Crew Manager. In this position, the qualified will: Be responsible for planning and organizing all activities related to the recruitment and personnel functions for the vessels. Develop long-range plan for crew changes. Manage the coordination with manning agents for selection of officers and ranks and ensure timely delivery of qualified applicants through pro-active, strategic, and effective processing of recruitment. Handle the new crew needs (safety, services, personnel, accommodation, etc) and manage smooth logistic arrangements for incoming and outgoing crew. Update & maintain crew database on a daily basis. Ensure having organized-documentation for all crewing matters. Monitor documents and licenses validity for officers and ranks. Validate completeness of crew documents against company requirement and regulations. Assist in the planning and implementation of crewing goals and functional objectives.

Position B: Engineering Superintendent

Ridgebury Tankers LLC with headquarters in Westport, CT is looking for Engineering Superintendent to join our group.

This position will report to Head of Engineering

Position summary:

- Act as the interface between the Company core group and the appointed third party Managers;
- Liaising with the appointed third party Managers on engineering matters.
- Develop implementation plans associated with strategic initiatives rolled out by the Managers.
- Prepare comprehensive plans for each vessel that covers all key events and coordinate closure with the vessel Managers.
- Take ownership of Technical aspects of vessel life cycle management tracking, develop appropriate plans and budgets.
- Ensure an aligned approach to planning by liaising with other Technical Managers.
- Provide Technical input to the following major initiatives:
 - Dry docking projects
 - Capital modifications
 - Strategic projects
 - Annual Budgets development

- Liaise with the Managers' HSEQ legislation group to maintain oversight of legislative requirements and take these forward into executable plans.
- Develop plans to implement initiatives developed by the Managers' strategy groups.
- Provide technical support to procurement on local service contracts; research alternative equipment suppliers in the event OEM no longer available and ensure they are fit for purpose.

Requirements (Knowledge, Skill and Abilities):

- Analytical problem solving. Time management, project management.
- Ability to respond to customers in an effective manner.
- Demonstrates teamwork, interpersonal and communication skills.
- Chief Engineer Class 1 motor license, unlimited power
- Previous technical management experience required – technical superintendent for 3-5 years.
- Planning or scheduling experience.

Applicants should contact Andre Zibrov at azibrov@ridgeburytankers.com in confidence.

(HW04-14)

Position C: Chemicals Vessel Operator

Westport, USA

We currently have an open vacancy for Chemicals Vessel Operator to join our existing team in Westport, US. You will be responsible for co-ordinating the day to day operational activities of voyage and time chartered chemical tankers.

Some responsibilities may include: Ensuring compliance with agreed charterparty terms; Overseeing agency appointments; Communicating with charterers, brokers, agents and vessels regarding voyage orders and vessel itineraries. No agencies please.

E-Mail: WestandMERecruitment@navig8group.com

Notes: If you are interested in this position, please send your CV and a covering letter explaining why you are suitable for this position

(HW05-14)

Position D: Vessel Operator - Stamford

Pacific Basin is one of the world's leading owners and operators of modern Handysize and Handymax dry bulk ships. We are listed and headquartered in Hong Kong, and our network of 16 offices spans six continents to position us close to customers. Our fleet comprises over 300 vessels and we currently operate in two core maritime sectors under the banners of Pacific Basin Dry Bulk and PB Towage. We employ approximately 3,000 seafarers and a multinational team of over 380 shore-based staff globally.

As part of our ongoing development, we have decided to recruit a suitable person for the following position:

Requirements

- Min 3 years' experience in handysize/ handymax dry bulk voyage and time charter operations;
- Ability to manage 6-12 voyage charters at any one time;
- Excellent operational competencies in Vessel Operations;
- Reliable team player, able to work effectively across desk and time zones in an international organisation;
- Previous experience with maritime business software systems, such as IMOS/Softmar;
- Willing to travel regionally and internationally with the ability to give immediate solutions to operational issues;
- Brings energy and has desire to achieve;
- Customer focused;

- Initiative to seek operational cost savings and to maximize voyage profits;
- Strong analytical skills;
- Graduate or relevant sea going experience;
- Excellent communication skills, English language proficiency is essential.

All applications will be treated in strict confidence and used solely for recruitment purposes. We expect to respond promptly to suitable candidates.

Company: Pacific Basin

E-Mail: recruiting@pacificbasin.com.

Notes: Please apply with your résumé and a covering letter to the Human Resources Department (Application deadline: 23 May 2014)

(HW05-14)

Position E: Operations Controller

Nordic Tankers (USA) LLC is offering a position for an Operations Controller in our Stamford, Connecticut office. This position requires a minimum of 2 years working in an office environment with heavy emphasis on accounting skills; past work in a shipping company Control Department preferred.

We offer an inspiring environment with a strong culture and good opportunities for professional and personal development. In addition, we offer a highly attractive remuneration package, including 401K plan with generous employer contributions, and excellent health and dental plans.

Key Qualifications:

- College degree
- Experience working in a team environment
- Experience in accounting or bookkeeping
- Strong, analytical, communication, and computer skills required (Excel, Sharepoint, IMOS)
- Good at multitasking
- Must be a U.S. citizen or hold a Green Card

Your main tasks will include:

- Billing out freight invoices to charterers on a daily basis
- Handling final voyage accounting functions in IMOS system to close out voyages
- Processing vendor invoices for payment
- Working cooperatively with Control and Accounting Departments in our head office in Denmark
- Sending out demurrage claims
- Handling contracts
- Charter Party Administration
- Preparing Voyage Reports
- Additional duties as needed

Nordic Tankers (USA) LLC, is a division of the Nordic Tankers A/S, and is located in Stamford, CT. Nordic Tankers A/S is a ship owning company located in Copenhagen, Denmark operating up to 120 chemical tankers in the segment below 25,000 dwt. The Stamford office operates a fleet of approximately 30 chemical tankers ranging from 8-20,000 MT deadweight.

To meet our ambition of being among the leading global operators of chemical tankers, we continually strive to attract, maintain and develop competent and focused employees. An effective and dedicated team of approx. 215 people works in our offices in Denmark, France, Latvia, USA, Colombia and Singapore and actively adds to a secure, reliable and qualitative operation.

Company: Nordic Tankers (USA) LLC

E-Mail: chu@nordictankers.com

Notes: Please send resumes in confidence.

(HW05-14)

Position G: Tanker Vessel Fleet Manager

General Maritime Management LLC, a subsidiary of General Maritime Corporation, is seeking a Fleet Manager to join the team that provides management oversight for a fleet of vessels which includes VLCC, Suezmax, Aframax, and Panamax vessels.

Position Summary

The Fleet Manager will supervise vessel technical management companies to maximize their performance in the categories of vessel reliability, regulatory compliance, commercial excellence, and financial control. The position will be based in the New York office and report to the Technical Director.

General Duties and Responsibilities

Oversee technical management company performance including safety & quality, compliance, technical solutions, repairs, vetting, dry-docking, and energy efficiency.

Monitor technical manager crew selection process and ascertain that officers are qualified, suitably trained, and aligned with the safety, quality, and commercial objectives of vessel owners.

Monitor daily vessel operation to warrant that technical managers are optimizing vessel performance.

Become point of contact for technical management company staff.

Interact with New York based commercial operations department to confirm that vessels are meeting customer requirements. Initiate corrective action as needed.

Establish operating, capital, and dry-dock budgets with technical managers and ensure that controls/measurements are in place to meet financial objectives.

Attend vessels to observe manager performance and quality of onboard staff/operation.

Routinely visit technical management offices to set objectives, measure performance, and outline expected results.

Qualifications

Candidate should have a minimum of ten years of experience in the marine industry. Sea going service as a senior officer aboard oil tankers and/or experience as a tanker vessel superintendent/fleet manager is preferred. Ideal candidate will be a maritime college graduate. This individual must work collaboratively in a dynamic environment and have strong analytical/decision making skills. He or she must be able to recommend and implement process improvements, work independently, and handle multi-tasks simultaneously. Strong decision-making skills required.

Contact: Karen Niro, Human Resources Department

Company: General Maritime Corporation

Address: 299 Park Avenue, 2nd Floor, New York, NY 10171

E-Mail: hr@generalmaritimecorp.com

Website: www.generalmaritimecorp.com

(HW05-14)

Position H: Liquid Bulk Chemicals Operations

Top US based brokerage/logistics firm is seeking an experienced liquid bulk chemicals operations professional. HAZMAT experience required.

Inland barge/US flag experience a plus. The job includes operating/managing a fleet of chemical barges and towboats throughout US inland and coastal ports moving various grades of chemical products. This is an opportunity to run and grow a business from the start-up stage.

Great opportunity for growth for the right candidate.

The position can be located in New York, New Orleans or Houston.

E-Mail: resumes@midship.com

Notes: Submit resumes and accompanying cover letter via e-mail.

(HW04-14)



Wanted: Host Companies

Students are looking for internships.

If interested in reviewing RESUMES.

Please contact Joe Gross (jgross@cma-edu.org)