

UP COMING EVENTS

SAVE THE DATES

JULY 2014

Thursday, July 17, 2014

**CMA Annual
Summer Picnic/Lobster Bake**

5:30 pm-9:00 pm

Stamford Yacht Club

97 Ocean Drive West, Stamford, CT

Members: \$75/ Non-Members: \$150
(includes a one year CMA Membership)

See Page 6 for more info.

Friday, July 25, 2014

10th Annual CMA Tennis Tournament

Play starts at 8:30 am

Venue: Sterling Farms, Stamford, CT

Player package: \$125 per person

Lunch only: \$60 per person

See Page 6 for more info.

AUGUST 2014

**There are no special CMA Social Events
in August – Enjoy the Summer!**

**For Reservations for all CMA Events please call
Anne at +1.203.406.0109 Ext 3725 or Lorraine Ext 3717
Or email conferences@cmaconnect.com**

PRESIDENT'S NOTES

Earlier this year I commented on the value of teamwork and how this was a skill that needed to be learnt, but this is definitely not to say that individual effort should be excluded.

Arriving in New York with my family back in 2001, I soon learnt that it was pretty much expected that kids would be signed up to join in with some form of local town sport. After some experiments (which included – somewhat surprisingly considering our European background – a rejection of soccer), my boys settled on Baseball. This was followed by my own particular rite of passage as I became, in

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CMA ALL STAR SOFTBALL GAME

By Emilie Engh

Rain or shine, the CMA All Stars know how to play a fantastic softball game! On July 2nd, the CMA All Star Team battled it out with the Tradin' Dirty group from New York at Trinity Catholic Field in Stamford, CT. Despite a roaring lightning and thunder storm and a slight rain delay, the players from both teams continued their preparation for the game and eventually took to the field to fight for a victory. Bringing together some of the best players from the Chembulk, Diamond S/Gemini, Fairfield Chemical, Freepoint, Glencore, Heidmar/Weber, Moran, Nordic, and Trafigura teams, the CMA All Stars were unstoppable and their enthusiasm was contagious.

Jason DeAngelis, the CMA "MVP", had multiple solid plays, including a home run that broke the tie of 8-8 and proved to be a useful hand at third base. Marc Simonelli and John Pelligrino worked together as both players hit doubles, while Greg Talibon knocked them in hitting the ball hard and turning the hit into a triple.

The women also proved to be a force to be reckoned with as Kristin Brivona, who played catcher for the CMA All Stars most of the game, could easily be voted as the "Most Dedicated Player." She embraced the muddy field and made multiple dives and catches to bring her team to victory. Tamara Koltypin also started the game off by hitting a double and later scoring after a hit by Marc Simonelli.

Even with the continuous lightning and various spurts of rain, the All Stars kept a positive attitude the entire game and some even claimed it to be "the best game ever." Thankfully, despite the conditions, there were no injuries. Overall, it was a great win, with a final score of 17-13, by the CMA All Stars who showed Tradin' Dirty how Connecticut plays ball.



HOW MIGHT THE JONES ACT BE ALTERED

TO MAKE US SHIPPING COMPETITIVE?

By Donald B. Frost

This 1920 law has been controversial since its passage. The territory of Alaska recognized how it hindered its economic development in 1922. It appealed to the Supreme Court to change the law by invoking the Commerce Clause of the U.S. Constitution which deals with commerce between the states. The Court refused to hear the case on the basis that Alaska was not then a state.

Today the most vocal entities seeking change are the non-contiguous states and territories (i.e. – those states and territories that do not actually touch the continental 48 states) of the United States – Alaska, Hawaii, Puerto Rico, the U.S. Virgin Islands, and the Pacific Territories. They do not have transportation alternatives (highway and rail) that the mainland states have to compete with water borne transport. They have two alternatives:

- Pay the high freight needed to defray the cost of protecting shipyards. This makes their exports to the mainland less competitive than imports from other nations, or passes on the added freight to the consumers on the mainland. In a hyper competitive global economy the default goes to imports meaning loss of jobs for the non contiguous economy and further balance of trade deficits for the nation as a whole.
- Import everything from foreign countries and/or export only to foreign countries. This means exporting manufacturing and process industry jobs to other nations that could be in the U.S.

In both cases manufacturing jobs are lost by building uncompetitively priced ships here. Cheaper ships mean more ships in operation which create more U.S. seafarer and ship repair jobs and improve service to the shippers.

Waivers:

Waivers that allow the use of foreign flag ships have been granted in times of national emergencies.

Exemptions:

- The U.S. Virgin Islands are exempt from US maritime cabotage laws. That exemption was part of an agreement made during World War I when the U.S. purchased the U.S. Virgin Islands from Denmark.

EMPLOYER SURVEY

Greetings from Massachusetts Maritime Academy

As in previous years, we are sending a student team to participate in the annual conference of IAMU (International Association of Maritime Universities). This year, the conference will be held in Australia and the general topic of the Conference is 'Innovations in Maritime Education.' Our students will be presenting a paper titled " Experiences Beyond the Classroom: Assessing Employer Preferences." The students are trying to determine what "out of the classroom" experiences employers are looking for during the hiring process. They will be analyzing the effects of completing out of the classroom experiences such as internships, study abroad programs, ship-board experiences, regimental leadership related activities etc. on the hiring potential of a job candidate. This study will allow us to understand employer preferences and help us to design our curriculum to better serve the needs of the job market. In order to write the paper, they need to complete an employer survey.

- American Samoa is also exempt as a result of the so-called Tripartite Convention of 1899 between the United States, United Kingdom and Germany. The Commonwealth of Northern Mariana Islands is exempt through the compact that provided for its annexation by the United States.
- Guam, Midway Island and Wake Island are also exempt from the U.S.-build requirement of the Jones Act.

The economies of Hawaii, Alaska and Puerto Rico are the most vulnerable. These states are seeking an exemption that would apply only to ships over one thousand gross tons. The reason for this is that the cost of building what are known as major ships in the United States is now well documented to be five times higher than in South Korea or Japan. The exemption they are seeking would allow foreign-built vessels that have been registered in the United States, fly the American flag, have U.S. owners and are manned by U.S. crews to carry cargoes between the contiguous United States and the noncontiguous jurisdictions.

This exemption is essentially the same as U.S. aviation cabotage rules that allow use of foreign-manufactured aircraft in any domestic trade in the United States, for example European built Airbus and Brazilian built Embraer.

With competition technological and environmental improvements are implemented far faster than building ships in the U.S. that depend solely on being able to finance them over 25 years (i.e.- the Federal Title XI Mortgage age Guarantee terms).

The only impediment to change is the will of the people and its nationally elected officials. In Hawaii and Puerto Rico the people and local governing bodies' calls for change are being ignored in Washington. As documented in the old Journal of Commerce 20 years ago, those special interests have a lot of money to spend on influencing and/or delaying votes that benefit the nation as a whole. Without competition, that money comes from those who have no choice – the taxpayers.

We have ample evidence in our crumbling transportation infrastructure that delay is not an option any longer.



REGISTER NOW AND SAVE!

SHIPPINGInsight 2014

- *Marine LNG Symposium (Sept. 30)*
 - *Fleet Optimization Conference & Exhibition (Oct. 1-2)*
- Sheraton Stamford Hotel**

SHIPPINGInsight returns to Stamford Sept. 30. Don't miss this chance to learn from the experts and network with your peers. Register online for Early-Bird discounts of up to \$400.

Additional \$100 discount for CMA members. Contact Cheryl Chase at +1 757.451.0602 or cchase@shippinginsight.com to get your CMA discount code.



intelligence for effective maritime management.