

# Thomas F. Keenan

Bluffton, SC | tfksc@outlook.com | 516-445-3670

## BACKGROUND

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Accomplished executive with global experience and expertise in the design, construction, operation, repair, and management of oceangoing vessels. Significant management, engineering, and consulting experience across end-to-end operations for U.S. and foreign registered vessels, with a diversity of vessel and contract types (e.g. naval combatants, oil tankers from 25,000 to 250,000 DWT, Oil/Bulk/Ore carriers, Dry Bulk Carriers from 30,000 to 82,000 DWT, container ships, multi-purpose vessels, LASH, RO/RO, PC/TC, LNG, and tug barge combination vessels of steam and diesel propulsion). Strong industry leader with technical project management expertise across repair, regulatory inspection, quality/safety standards, and environmental innovations (e.g. ballast water treatment experience, oil/water management programs for MARPOL compliance).

## PROFESSIONAL EXPERIENCE

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### LIBERTY MARITIME CORPORATION

Lake Success, NY

*Strategic Advisor / Former Executive Vice President, Marine Operations*

2003 - 2022

- Promoted from Superintendent Engineer to VP, Engineering and EVP, Marine Operations over 19-year tenure with the firm, most recently serving as Strategic Advisor to the organization. Responsible for day-to-day leadership and management of Engineering, Operations, Insurance, Crewing/Personnel, Purchasing, Quality and Environmental Management, Chartering and Strategic Planning departments including Sale and Purchase of vessels.
- Introduced new business lines including Logistics and Pure Car/Truck Carrier (PC/TC) fleet to support U.S. government and commercial customers and Foreign Registered Dry Bulk Carriers. Led new construction of PC/TC and dry bulk carriers and managed engineering functions for the existing fleet (18 vessels).

### INTERNATIONAL MARINE CONSULTANTS INC. / INTERNATIONAL MARINE CARRIERS INC. /

AMERICAN V. SHIPS MARINE LTD

Mineola, NY

*Co-Founder, VP/Chief Operating Officer*

1980 – 2003

- Co-founded a marine engineering and transportation consulting firm, providing third-party ship management services to ship owners, financial institutions, and U.S. government agencies (e.g. Military Sealift Command, U.S. Maritime Administration); responsible for the operation and technical management of up to 36 managed vessels.
- Created a full-service marine management firm covering all aspects of ship management including engineering, operations, purchasing, chartering, crewing, insurance, safety and quality management, environmental management, sale and purchase of vessels, bunkering, accounting, budgeting and financial management.
- Orchestrated merger agreement with V.Ships, a large international ship management firm in 1995. Led integration of new American entity, (American V. Ships Marine) with 36 ships under management and up to 18 foreign registered vessels managed utilizing BIMCO SHIPMAN agreements.
- Example client engagements included serving as Ship Manager for US Maritime Association (1984 – 2001), managing up to 12 MARAD Ready Reserve Fleet Vessels; and providing ship management services to the Military Sealift Command (MSC, 1987 – 1997), for up to 13 vessels under fixed firm price US government contracts.

### AVON STEAMSHIP COMPANY / APEX MARINE

Lake Success, NY

*New Vessel Construction Supervisor / Superintendent Engineer*

1973 – 1980

- Supervised the construction of two 82,000 DWT Oil/Bulk/Ore Carriers and seven 90,000 DWT Oil Tankers, reviewing new building specifications and construction plans, onsite inspection of vessel construction and progress, and negotiating construction change orders.
- Served as superintendent engineer at Avon/Apex home office in NY responsible for operation, maintenance, and repair of over 20 company-owned vessels. Led specifications and estimates for vessel repair periods, soliciting bids from shipyards and other vendors and managing vessel operations annual budgets. Managed new construction Guarantee program.

### U.S. NAVAL SHIP SYSTEMS COMMAND

Arlington, VA

*Project Engineer*

1971 - 1973

- Led engineering system and equipment projects for existing combatant vessels, including configuration management for different classes of ships, coordinating system upgrades with engineering commands, naval shipyards, and vessel type commanders including cost estimation, budget preparation for procurement leading to installation/completion.

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## **NOTABLE PROJECTS**

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- 2021 – Fleet pre-purchase inspections and vessel evaluations of seven Heavy Lift Multi-purpose vessels.
- 2021 - Purchase underwater inspection revealing major Rudder repairs and completion of said repairs.
- 2017 – MV Liberty Passion, (ex NOCC Arctic) – Change of flag from Norwegian to United States under Maritime Security Program, (MSP) requirements. Flag change was completed in Bahrain.
- 2017 – MV Liberty Peace, (NOCC Baltic) – Change of Flag from Norwegian to United States under Maritime Security Program, (MSP) requirements. Flag change was completed in Beaumont, TX
- 2014 – 2020 - Ballast Water Treatment Systems - Responsible for selection of systems, detailed installation designs and supervision, tests and trials for three Ecochlor filtration and chemical injection systems being installed on three 50,000 DWT Dry Bulk Carriers. Two Erma First filtration and disinfection systems being installed on two 6,500 unit PC/TCs. Four NKO3 Ozone disinfection systems being installed on four 82,000 DWT Dry Bulk Carriers.
- 2010 – 2013 - Responsible for the New Construction of four 82,000 DWT Dry Bulk Carriers at Daewoo Shipbuilding and Engineering, (DSME) Okpo and Mokpo, South Korea from Specification and Contract/Price negotiation, Plan Review, Equipment Selection, Onsite Construction Supervision/Inspection, Tests, Trials, Delivery, and Guarantee finalization. Responsible for all Crew training and familiarization and complete outfitting of the new vessels
- 2010 - MV Liberty Promise – Change of Flag from Marshall Islands to United States under Maritime Security Program, (MSP) requirements. Flag change was completed in Okpo, South Korea.
- 2009 – M/V Liberty Sun – Prepared and managed replacement of the vessels lower bow section and other flat bottom steel plating which was damaged by grounding in the loaded condition outbound from Uruguay. Repair time was substantially reduced by pre-fabricating the replacement bow section prior to the vessels arrival in the repair shipyard, Sembawang. Prepared and managed damage claim and adjustment with Hull and Machinery Underwriters.
- 2009 – MV Liberty Pride – Change of flag from Marshall Islands to United States under Maritime Security e Program, (MSP) requirements. Flag change was completed in Ulsan, South Korea.
- 2007 – 2010 – Responsible for the New Construction of two 6,500 unit Pure Car/Truck Carriers, (PC/TC) at Daewoo Shipbuilding and Engineering, (DSME) Okpo, South Korea from Specification and Contract/Price negotiation, Plan Review, Equipment Selection, Onsite Construction Supervision/Inspection, Tests, Trials, Delivery and Guarantee finalization. These vessels were built to the US Supplement to ABS Rules. Responsible for all Crew training and familiarization and complete outfitting of the new vessels.
- 2006 – MV Liberty Wave – Rudder reconstruction as rudder was 80% lost due to fractures emanating from the cast pintle support pieces. The rudder was reconstructed and strengthened using forged steel material obtained from an obsolete intermediate line shaft. The original pintle, nut and cast support housing was machined out of the intermediate shaft. The vessel entered Bender Ship Repair on Dec 27, 2005 and departed after rudder fabrication on February 14, 2006. Quotations received from the original shipbuilder, Hyundai Heavy Industries for a replacement rudder indicated a delivery of 10 months at a price of USD 900,000, f.o.b. Korea with rudder and pintle housings still requiring final machining. As a result of this repair method at least one year of down time of the vessel was saved. Prepared and managed damage claim and adjustment with Hull and Machinery Underwriters.
- 2005 – 2011 - Change of Flag of five Panamax Bulk Carriers from US Flag to Bahamian Flag, (2) and Marshall Islands Flag, (3).
- 2005 – MV Alliance New York, (ex Hoegh New York) – Change of flag from Norwegian to United States Registry under Maritime Security Program, (MSP) requirements. Flag change was completed in Yokohama, Japan.
- 2005 – SS Explorer – Heavy Weather damage repairs completed in Bahamas Shipyard, Freeport, Bahamas. Extent of Repairs and Modifications included hull plating renewals from bow, port and starboard back to midships area from pounding and buckling, forecastle deck machinery and steel damage, complete replacement of all bridge equipment and wiring as the bridge was flooded as a result of the bridge windows failing due to waves crashing on the bridge. Managed Hull and Machinery and P and I Claims with respective Underwriters.
- 2004 – 2006 – MV Liberty Glory, Liberty Grace and Liberty Eagle – Auxiliary Diesel Engines, (3 each ship) were found with damaged crankshafts caused by fretting due to propeller induced excessive vibrations. After working with Vibration specialists and the New Construction Shipyard solutions were identified, including Propeller modifications, installation of fins on the hull to improve water flow to the propeller, strengthening internal areas of the hull, installing top bracing for

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- the main engine, etc. These modifications were successfully completed at Sembawang Shipyard, Singapore. Managed all incurred costs for this work to be covered by the Shipbuilder under the Guarantee clauses of the building contract.
- 2004 – MV Splendid Ace – Class change from NK to ABS in anticipation of Flag change from Panama to United States. Prepared and negotiated reflag modifications with vessel Owners and New Building and Repair Shipyards in Japan for the modification and reflag of two 6,500-unit PC/TCs from Panama to United States registry.
- 1999 – SS Universe Explorer – managed design and installation of a Marioff – Hi Fog Water Mist Fire Protection System throughout the vessel. Major system equipment was installed at NORSHIPCO while the system piping runs were installed by outside vendors.
- 1999 – MV Tanabata – Change of flag from Norwegian to United States under Maritime Security Program,(MSP) requirements. Flag change was completed in Bremerhaven, Germany.
- 1997 – SS Universe Explorer and SS Enchanted Isle – Completed designs, installations and modifications to both vessels to restore their original Method 1 Structural Fire Protection features which allowed the vessels to be certified as compliant with the 1997 SOLAS Fire Safety Amendments for Passenger vessels.  
Prepared and managed modification of both vessels boiler wind boxes and replaced all oil burners. These modifications resulted to a fuel oil consumption savings of over 10%.
- 1997 - SS Beaver State – Completion of a conversion of a Marad C4 to a T-ACS Crane Ship.
- 1996 – MV Faust – This 6,500-unit PC/TC was modified in Gotaverken Shipyard, Gothenburg by removing one fixed car deck, deck 11 and relocating deck 10 upward in order to provide the vessel with additional height for decks 9 and 10 thus allowing for the carriage of additional vehicles of increased height, (SUVs, etc.). Also, the existing davit launched lifeboats, (2) were removed and a free fall lifeboat and rescue boat installed at the vessel’s stern. This project was completed within the budgeted time and cost.
- 1995 – Universe Explorer – Converted from a Cruise liner to a school ship to support the Semester-at-Sea program. Lounges, casino and other public spaces were converted into lecture halls, library, classroom, computer labs. Work was completed in New Orleans by Buck Kreihls Marine Repair and other specialized vendors.
- 1993 – 1994 – MV Fidelio, (ex-Skaukar) – Change of flag from Norwegian to United States under NVIC 10 – 81 requirements. The overall cost was over \$4,000,000 and the conversion was completed at Sembawang Shipyard, Singapore.
- 1993 – 1994 – MV Cape Ray, Cape Rise and Cape Race – Change of flag from Saudi Arabia to United States under USCG NVIC 10 – 81 requirements and conversion to US Maritime Administration requirements for the Ready Reserve Fleet. The conversion work was completed at Bethlehem Steel Sparrows Point Shipyard, MD.
- 1989 – M/V Faust – Prepared and Managed damage claim to Main Engine Turbochargers requiring manufacturer, (MAN) to redesign turbocharger turbine blades.
- 1988 – 1989 – MV Faust – Change of flag from Swedish to United States under USCG NVIC 10 - 81 requirements. The overall cost was over \$3,000,000 and the conversion was completed at Sembawang Shipyard, Singapore.
- 1988 – Cape Farewell, Cape Flattery and Cape Florida – Container Conversion. These three LASH vessels were modified to allow the carriage of a full ship load of containers. Major modifications included strengthening the cargo hold tank tops, strengthening the main deck areas outboard of the cargo hold hatch coamings and the athwartship areas of the main deck; installing container securing fittings in the cargo hold tank tops and perimeter bulkheads; sourcing and providing gantry type container cranes; providing all required container securing equipment, fittings and storage facilities; firefighting and cargo cooling systems. etc. The conversion work was completed at Atlantic Marine Corp in Mobile, AL under a MARAD fixed price contract.
- 1986 – Coastal Manatee – conversion of 30,000 DWT clean product tanker to comply with Segregated Ballast Tank requirements of the Port and Tanker Safety Act of 1978. Conversion was completed at Norfolk Shipbuilding and Drydock Co., (NORSHIPCO), Norfolk, VA within the budgeted time and cost.
- 1982 – M/V Otonia Heritage – prepared total loss claim as a result of Fire, grounding and flooding of vessel’s engine room.
- 1982 – M/T Haralabos – 80,000 DWT Tanker - prepared and managed complete replacement of vessel’s bow section from design waterline to collision bulkhead which was damaged as result of grounding a fully loaded condition. Replacement was completed afloat in Perama, Greece.
- 1982 – M/V Grigorosa – 35,000 DWT Dry Bulk Carrier. Managed replacement of all cargo hold transverse corrugated bulkheads.
- 1981 – S/T Cove Liberty – reconstruction of ‘Wrecked Vessel’ after grounding and engine room flooding including flagging to US under Wrecked Vessel statute.

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- 1980 – S/T Globe Maritima – reconstruction of 35,000 DWT tanker which had been dismantled in Poland. Reconstruction was completed at Wilton Fijenoord Shipyard in Rotterdam after towing vessel from Poland.
- 1978-1980 – New Construction of six 50,000 DWT Catamaran tug/barges at Bethlehem Steel and Halter Marine. Responsible for Contract, Specification and Plan review and equipment selection process before and during the construction process.
- 1978 - 1980 - Contract, Specification and Plan review of a new 49,999 DWT forebody built by Newport News Shipbuilding for installation on an existing tanker.
- 1978-1980 – Responsible for sourcing, selection and installation design to procure and install nine independent Inert Gas Generators, Crude Oil washing systems and support equipment for nine Oil Tankers to bring these vessels into compliance with the Port and Tanker Safety Act of 1978.
- 1978 – SS Ultramar and Ultrasea Cargo Hold hatch corner fractures. Both vessels were experiencing fractures in the upper corners of their nine cargo holds which was allowing oil to leak into the adjacent ballast tanks and void spaces. After consultation with ABS and DNV the design of these areas was improved and strengthened. The new corner arrangements were successfully installed at the Bethlehem Steel, Key Highway Shipyard in Baltimore, Maryland. Prepared and managed damage claim with Hull and Machinery Underwriters.
- 1977 – S/T Hess Bunker, (renamed Capricorn) and S/T Hess Trader, (renamed Aries). Continuation of the refurbishment of the four T2 tankers. These vessels were refurbished and modernized at Jacksonville Shipyards, Jacksonville, Florida. The project was completed on time and within the budgeted costs.
- 1977 – S/T Beaver State – Damage repairs completed to the Vessel’s oil lubricated propeller shaft, including machining new bearing shells, babbiting same, machining and polishing of the propeller shaft, replacement of the oil seal assembly which was destroyed. The vessel had just completed loading about 90,000 tons of crude oil in Indonesia which had to be discharged from the vessel and all cargo tanks had to be cleaned and gas freed in order to enter Jurong Shipyard to drydock and complete the above-described repairs. Prepared and managed damage claim and adjustment with Hull and Machinery Underwriters.
- 1976 – 1977 – S/T Golden Monarch engine room fire repairs including installation of a new burner management system at Jacksonville Shipyard, Jacksonville Florida. Repairs and modifications were completed on time and within the budgeted costs. Prepared and managed damage claim with Hull and Machinery Underwriters.
- 1976 – S/T Hess Petrol, (renamed Virgo) and S/T Hess Refiner, (renamed Pisces) complete refurbishment, modernization and activation of two vessels which had been laid up in Mobile, Alabama for many years. The project was completed at the Alabama Drydock and Shipbuilding, (ADDSCO) on time and within the budgeted cost.
- 1976 - S/T Astron – Replacement of existing steam turbines, HP, IP and crossflow LP with a reconditioned Mariner Class HP turbine and a US Navy battle damage spare LP built in 1943. This project was completed in 3.5 months and saved the vessel an 18-month layup period which was the alternative if the existing turbine rotors were repaired by the turbine manufacturer with original replacement turbine blades. Prepared and managed damage claim and adjustment with Hull and Machinery Underwriters.
- 1975 – 1976 – T/T Brooklyn and T/T Williamsburg Rudder and Steering gear modifications completed at Verolme Shipyard, Rotterdam. Repairs completed on time and at budgeted cost.
- 1973 – 1977 - New Construction of two 82,000 DWT Oil-Bulk-Ore Carriers and seven 92,000 DWT Crude Oil/Product Tankers at National Steel and Shipbuilding, (NASSCO), San Diego, CA. Onsite inspection of the vessel(s) construction, progress, tests and trials. Reporting on construction, negotiation of construction change orders, managed Guarantee item reporting, status and completion.

## ***EDUCATION & PROFESSIONAL QUALIFICATIONS***

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**State University of New York, Maritime College**

***Bachelor of Engineering, (Marine)***

*Specialization in Marine Engineering and Naval Architecture*

- Graduated with a US Coast Guard (USCG) Engineering License, Steam and Motor Vessels, Unlimited Horsepower
- Commission as Ensign in the US Naval Reserve

**Fort Schuyler, Bronx, NY**

**1971**

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## Relevant Graduate Studies, Training, and Continuing Education:

- USCG Firefighting School
- US Navy Economics for Engineers (including PERT/CPM training)
- Business Administration, University of Virginia (1972-73)
- General Electric Corp. Gas Turbine Seminar (1974)
- US Coast Guard and Panama Chief Engineer of Steam and Motor Vessels
- USCG Tanker Seminar (1980)
- Venture Capital Entrepreneur School (1984)
- Maritime Administration Ship Management Conferences
- State University of New York Alumni Continuing Education conferences
- GIANT Management training (2017) & New York State Annual SASH Training
- Excel Training

## AWARDS

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- State University of New York – Distinguished Alumni Award 1992
- State University of New York, Maritime College – Distinguished Alumni Award 1993
- State University of New York Leadership Award as Chair of the Maritime College Council 2002
- Holy Cross High School (Flushing, NY) Hall of Fame 2002
- Admiral’s Award for Outstanding Service to the State University of New York, Maritime College 2007
- Dr. Joseph G. McNeill ’48 Distinguished Engineering Speaker 2020
- Our Lady of Mercy Academy (Syosset, NY) – Spirit of Mercy Lifetime Achievement Award 2020

## MEMBERSHIPS

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- American Bureau of Shipping, (ABS) – Ship Operations Committee, North American Technical Committee & North American Regional Committee
- Society of Naval Architects and Marine Engineers
- Society of Marine Port Engineers
- International Council of Cruise Lines, (ICCL) – Technical Committee 1996 – 2001
- International Association of Dry Cargo Ship Owners, (Intercargo) 2006 – Present
  - Member Intercargo Management Committee
  - Technical Committee Member (2006 – 2012), Vice Chairman (2013 – 2018), Chairman (2019 – Present)
  - Subcommittee Chairman including - EEXI/CII/Alternate Fuels, Ballast Water Treatment, Cargoes, Fuels, CSR
  - Intercargo/MARTECMA/BEMA Industry Group – Ballast Water Treatment Systems
  - Member of Intercargo/MARTECMA/Intertanko Industry Group – Fuel Oils
  - Member of the Tripartite Group – Shipyards, Ship Owners, Classification Societies
- US Registry Working Group – Industry Chairman 2016 - Present
  - Subcommittee on RoRo Fire Safety
- The National Academies of Science, Engineering and Medicine
  - “Strengthening US Coast Guard Oversight and Support of Recognized Organizations” – Contributing Member, 2020
- Transportation Research Board of the National Academies of Science, Engineering and Medicine
  - “The Impact of US Coast Guard Regulations on the United States Flag Registry” – Contributing Member, 2016 – 2017
- Maritime College Alumni Association
  - Member - Board of Directors (1986 – 1988), Vice President (1989), President (1990 – 1995)
- State University of New York, Maritime College
  - College Council Member (1998 – 2000), Chairman of College Council (2000 – 2010), Presidential Search Committee Member (1995), Chairman of Presidential Search Committee (2002), Maritime College Cadet Scholarship Golf Committee (1986 – 1998)
- Member of US Government People to People Society of Naval Architects and Marine Engineers Industry Delegation to The People’s Republic of China 1983
- Member of Connecticut Maritime Association, (CMA) – Industry Association Panel 2019 - 2020
- Member of International Bunker Industry Association Panel

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|  | 2020           |
| • Holy Cross High School, Flushing NY - Student Scholarship Golf Committee           | 1983 - 2019    |
| • Grenville Baker Boys and Girls Club, Locust Valley, NY Fund Raising Golf Committee | 2000 – 2004    |
| • GLG, Consulting Member   | 2016 – Present |

## TESTIMONY

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Significant Deposition & Dispute Experience Across 20+ Engagements

1975 – Present

Testimony to US House Merchant Marine and Fisheries Committee on Oil Tanker requirement with respect to the Port and Tanker Safety Act of 1978

- Deposition – TT Williamsburg – Crew member slip and fall case
- Deposition – SS Ultramar/SS Ultrasea – Hull fractures in way of hatch corners
- Deposition - MT Thanasis A – Speed and Heavy Weather Claim. Attorneys – Hill, Rivkins
- Deposition – Belcher Towing vs Diamond Manufacturing – Ship construction dispute. (1982)
- Deposition -Oil Cargo shortage – Attorneys - Hill, Rivkins (1983)
- Deposition/ Investigation/Trial – MV Ruby – Main Machinery damage leading to Constructive Total Loss. Attorneys – Hill, Betts
- Deposition – MT Al Saudia – Oil Cargo Shortage. Attorneys - Hill, Rivkins
- Deposition – MT Grand Zenith – Vessel sinking. Attorneys - Hill, Rivkins
- Deposition – MT Rio Esmeraldas – Fire damage to cargo. Attorneys – Hill, Rivkins
- Deposition – MT Tai Cheung – Oil Cargo Shortage. Attorneys - Hill, Rivkins
- Deposition – MT Octonia Sun – Oil Cargo Shortage. Attorneys – Burlingham, Underwood, Lord
- Deposition – MT Kapetan Antonis – Attorneys - Dougherty, Ryan
- Deposition/Trial – Alicia Ocean Transport, SA vs Equity SS Agencies Ltd. Attorneys – Milgram, Thomajan
- Dispute – SS Astron, (Bonnie) – Charter Party Claim
- Dispute between B&A Marine and American Foreign Shipping over conversation work carried out on the MARAD Vessels Cape Ann and Cape Avinof. (1988)
- Dispute – MV OBO Fjordras – Oil Cargo Shortage. Attorneys – Dougherty, Ryan (1988)
- Dispute – International Marine Carriers and R&R Ship Repair; SS Keystone State.
- Deposition/Mediation – International Marine Carriers and Military Sealift Command relative to vessel(s) condition on delivery of the vessel(s) to International Marine Carriers. (1990-97)
- Dispute/Mediation – International Marine Carriers and MARAD relative to vessel operating costs
- Testimony - NTSB investigation into a laundry fire on board SS Universe Explorer. (1999)
- Deposition/Arbitration– MV Leeward Exhaust Gas Economizer damage. (1999)
- Deposition – SS Enchanted Isle – Passenger injury while diving into Swimming pool. (2002)
- Depositions/Arbitrations/Testimony – Liberty Maritime and Marine Engineers Beneficial Association Contract dispute. (2010 – 2020)
- Deposition – MV Liberty Pride – Crew injury. Attorneys – Hill, Betts. (2014)
- Testimony – MEBA Licensed Personnel Board dispute over Licensed Officer Qualifications, (2020).
- MARPOL Consulting for Client of Winston & Strawn, (2021).
- Arbitration – Dispute over payments with the BIMCO Shipman Agreement. Attorneys – Squire, Patton, Boggs, (2021).
- Arbitration – Dispute over payments and vessel(s) conditions within the BIMCO Shipman Agreement. Attorneys – Reed Smith, (2022).
- Dispute – Liberty Peace -Contaminated fuel oil supplied to the vessel.
- Testimony to MARAD and Government Partners relative to supporting the Maritime Security Program, (MSP).
- Testimony to the US House Subcommittee on Coast Guard and Maritime Training relative to the Maritime Safety Act.
- Testimony – NTSB relative to Weather Routing systems and procedures.