

Making Waves

Newsletter for Maritime Studies Students and Graduates

No. 6 March 2017

Modelling the Future of National Shipping

[Transport Complex Economies](#) and [Trade Facilitation](#)

The United National Centre for Electronic Business and Trade Facilitation (UN/CEFACT) defines trade facilitation as: “The simplification, standardisation and harmonisation of procedures and associated information flows required to move goods from seller to buyer and to make payment”. This broad definition encompasses complex processes, technologies, and organisations – both public and private. In transport complex economies, trade facilitation is a challenging business, so what kind of research is useful for business managers and policy makers in this environment ?



Dr Venus Lun

New research from City, University of London provides some answers. The new research comes from a PhD project undertaken by Dr Venus Lun and supervised by Professor John Carlton FREng. and Dr Khalid Bichou.

In February [Dr Venus Lun](#) successfully defended her PhD thesis entitled ‘Building a Model of a National Shipping Centre’. The study tackled four complex questions:

- What are the roles of *trade facilitation* at the macro-level and micro-level in the development of national shipping centres?
- Does *trade facilitation* influence the economic development of a country?
- What is the link between the development of social capital (in terms of *trade facilitation* measures) and the economic performance of a country?
- What are the differences between national shipping centres in developed and developing countries?

Shipping centres are located in transport complex economies. Users of these centres are engaged in various shipping related business activities. To explore the formation of national shipping centres, the [methodology](#) began by identifying trade facilitation measures that enhance economic performance, and then developing a new model and validating it through data analysis.

The results suggest that trade facilitation measures are negatively associated with trade costs at the firm level. The results also suggest that the trade facilitation measures of a country are positively associated with its economic performance (i.e. GDP per capita). The findings of the study are useful for: **business managers** to formulate effective business strategies to select a location for their firms to conduct business; and **policy makers** to formulate relevant measures to attract businesses to locate to their countries.

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Επιλέγω Ναυτιλία is 'Choices Shipping 2016' in Piraeus

Marilena Kakonaki, our course officer in Greece, reports that 'The journal of Marine Chronicles' [Naftika Chronika], and educational initiative group Isalos.net, has organised a series of three workshops that will connect young marine professionals and recent graduates to experienced colleagues and international experts in the sector. The first workshop 'Choices Shipping 2016' took place on Saturday, November 26, 2016 at the Aikaterinis Laskaridis Foundation in Piraeus.



The grand frontage and courtyard of the Laskarides Library



The conference was organised in two panel sessions. "The objective of these panel sessions and discussions is the training of young people on issues related to the dynamism, prospects and challenges of international as well as Greek shipping industry." said Charis Pappas in his preconference briefing email.

Notably the 14:45-15:45 panel session was held in English and entitled "Freight markets and transactions: are predictions possible?". One of the invited speakers on this panel was Mrs. Valerie Stringer, who is the module leader of the 'Maritime Marketing' module on the MSc in Maritime Operations and Management at City, University London.

The conference was broadcast via live streaming, and to make the discussion more interactive participants were asked to submit their questions both in person or through the special conference application (app). The app enabled the submission of questions in real time via mobile phones and to vote so that the questions were addressed by the panel in order of popularity. Here are some of the questions discussed:



The audience and members of the panel including Mrs. Valerie Stringer and Prof. Manolis Kavussanos, Director, MSc in International Shipping, Finance and Management, and Business; Mr John Kotzias, Sales Manager, Intermodal Shipbrokers and Γιώργος Λαζαρίδης, Head of Research and Valuations, Allied Shipbroking Inc.

-Although most of the market reports mention the oversupply of vessels, is it still a problem in all sectors?

-We have witnessed vessel values to drop in recent years. What role does the reputation of the shipyard, the country of build, the flag, and other factors, play in sustaining the rate of the diminishing vessel's value?

-Has the sudden drop in vessel values caused certain banks to reevaluate their exposure in the shipping sector?



Mrs Valerie Stringer and Ms Marilena Kakonaki at the City, University London exhibition stand.



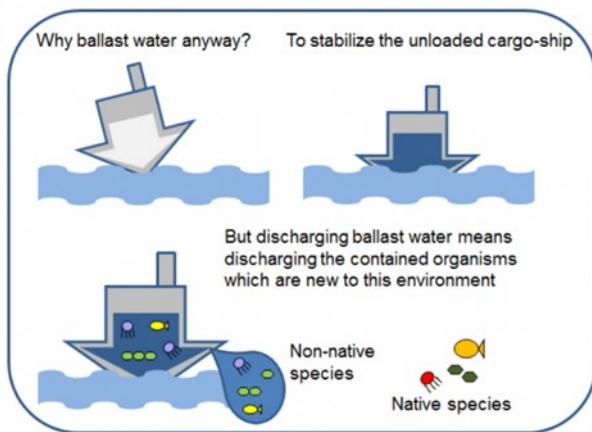
Special areas of Aikaterini Laskaridis Foundation were reserved for exhibition stands. Records show that the some 390 students of Greek Universities and Colleges and 360 students of Merchant Marine Academies took part. Many stayed to network and make contacts and more than 400 brochures were distributed from the City, University of London stand.

Two more events are planned along similar lines one in Chios and then in Thessaloniki .

For more information on studying for a City, University of London accredited [Masters in Maritime Operations and Management in Greece](#) [click here](#).

Ballast Water a Solution with Consequences, writes Captain Simon Culshaw

Since the introduction of steel hold ships some 100 / 120 years ago, water has been used to ballast vessels down to a safe draft. When the vessel is light (no cargo or part cargo) ballast water is pumped in to maintain safe operating conditions throughout the voyage. This practice provides transverse stability, improves propulsion and manoeuvring, reduces hull stress. It compensates for varying cargo load levels and consumption of consumables.



[Source North Sea Ballast Water, EU](#)

Ballast water is essential for safe and efficient vessel operations. However this may pose serious ecological, economic and health problems due to the multitude of marine species carried in the ballast water. These species include bacteria, microbes, small invertebrates, eggs, and cysts and larvae. Problems arise when these new species compete with the native species when discharged and multiply into pest proportions.

One of the first recorded examples of 'invasive species' was in the North Sea in 1903 when there was a mass occurrence of the Asian phytoplankton algae *Odontella* (*Biddulphia* inensis). However, it was not until the 1970s that scientific communities began reviewing the problem in detail. In the 1980s, Canada and Australia were among countries that were experiencing particular problems with invasive

species. These two countries have lobbied to bring the problem to the attention of the Marine Environment Protection Committee in the IMO.

The problem of invasive species in ballast water is largely due to the increase in trade and traffic volume over the last few decades and since the volume of seaborne trade continues to increase, the problem may not yet have reached its peak. The effects in many areas of the world have been devastating. Quantitative data show that the rate of bio-invasion is continuing to increase at an alarming rate and new areas are being involved all the time. At long last the ballast water management convention reached 35% of the world GT from the signatory states, when Finland, ratified the convention on 8th September 2016.

This implies that the ballast water management convention enters into force 12 months later, that is 8th September 2017.

[Read more....](#)

The Lloyds register website announces "[The Ballast Water Management Convention will have an impact right across the shipping industry, affecting a wide variety of people, and presenting different challenges and pressures.](#)"



Click on the image to play this video

IMO Video: Training for Ballast Water Sampling

The IMO has launched a video showing practical training on ballast water sampling and analysis as part of the organization's efforts, under the GloBallast Partnerships Programme, to counter the threat to ecosystems by invasive species transported in the ballast water of ships.

The video includes a recent training exercise that brought together scientific experts, port state control inspectors and marine biologists from various countries with a view to understanding the possible challenges of implementing IMO's Ballast Water Management Convention.

Extended article on the Liberty Ships by Professor John Carlton

The ss *Hellas Liberty*, moored almost opposite our lecture rooms in Piraeus, is only one of three remaining ships from a class of over 2700 such ships which were built to maintain cargo supplies during the Second World War and, thereby, stemming to some extent the losses to allied shipping from U-Boat activity in the North Atlantic and elsewhere.



Hellas liberty Ship-Maritime Museum of Piraeus. [For mooring history click here.](#)

The idea of these utility ships was conceived in Great Britain but they were built in the United States of America at an average rate of around 680 per year during the war years. To achieve this incredible production rate some 18 shipyards, 14 engine builders and 9 boiler makers were involved. Many of these ships carried on trading after the hostilities ceased and gave good service in many cases up until the 1970s.

The other two preserved ships are based in the United States of America, both being operational. These are the ss John

W. Brown and ss Jeremiah O'Brien, and both ships are still capable of trans-Atlantic passages. Due to their appearance the ships initially had a poor public image. In a speech President Roosevelt had referred to the ships as "dreadful looking objects", and Time magazine called them "Ugly Ducklings".



The Liberty Ship S.S. JOHN W BROWN opened for tours in Baltimore's inner harbour August 2009

The Liberty ships were single screw dry cargo ships of the 'tween decker type with their accommodation and engine room mid-ships. They were all built to a standard design comprising 5 holds and were equipped with 10 derricks each capable of hoisting 5 tons of load by means of steam driven winches. To propel these ships they were equipped with two oil-fired water-tube boilers generating steam to drive the auxiliaries and the main propulsion triple expansion, steam reciprocating engine. This engine generated a power of 1.9 MW which could drive the ship by means of a four bladed, 5.64 m diameter fixed pitch propeller at around 11 knots in fair weather. The fuel consumption was around 25 tons per day.

The first of these ships, the ss Patrick Henry, was launched on the 27th September 1941, after around 70 days under construction, and the two and a half thousand component parts were pre-fabricated throughout the United States in 250 ton sections. The ships were then assembled in sections and welded together. This was similar to the method used by Palmer's shipyard at Jarrow in the northeast of England, but for the Liberty ships welding was substituted for the conventional riveting construction process. This was because riveted ships took several months to construct and the constraints of time in war would not permit this approach. The work force had never previously built welded ships and, therefore, had to be newly trained. A Liberty ship at that time cost just under \$2,000,000.

The ships had the following principal design dimensions:

Length Overall (Loa)	134.60 m
Length between Perpendiculars (Lbp)	126.80 m
Breadth (Moulded)	17.33 m
Draught	8.46 m
Block Coefficient (C_b)	0.75
Displacement (Δ)	14257 tons
Deadweight	10414 tons
Lightship Weight	3408 tons
Depth	11.38 m
Freeboard	2.97 m



Line Up of Some Women Welders Including The Women's Welding Champion of Ingalls (Shipbuilding Corp. Pascagoula, Mississippi), 1943 (3660777028).jpg

Continued on page 5

Continued from page 4

Extended article on the Liberty Ships by Professor John Carlton

Although the launching of the ss Patrick Henry was achieved in 70 days, fitting out took rather longer requiring a total of around 244 days to complete, however, the average launching time eventually dropped to 42 days. Nevertheless, a record was set by the ss Robert

E. Peary, which was launched after the keel was laid in 4 days and 15½ hours although this was somewhat of a publicity stunt and was not repeated: indeed a considerable amount of fitting-out and other work remained to be done after launch.



Private collection [image source](#)

Some early Liberty ships suffered from hull and deck cracks with some ships being lost due to these problems. Indeed during the war period there were around 1,500 instances of significant brittle fracture taking place and twelve ships broke in half without warning. Attention focused on the shipyards and the use of the new welding techniques employed by inexperienced workers.

To examine this issue the Ministry of War Transport borrowed the ss Empire Duke for testing purposes and work done by Cambridge University showed that the fractures did not start in the welds themselves, but were due to low temperature embrittlement of the steel used. If the same steel were used in a riveted construction it did not have this fracture problem. Constance Tipper, the investigating

engineer at Cambridge, found that ships in the North Atlantic were exposed to temperatures that could fall below a critical point, the Ductile to Brittle Transition point (DTBT region), at which the steel changed from having ductile properties to becoming brittle. This allowed small cracks to initiate easily and to mostly propagate in an unimpeded fashion at the speed of sound in metal: this was unlike the case where the hull was constructed from separate plates riveted together. A common type of crack nucleated at the square corners of the hatches which coincided with a welded seam, with both the corner and the weld acting as stress raisers due to the stress concentration factors associated with these details. An additional factor was that the ships were frequently considerably overloaded,

due to the urgency of transporting supplies of armaments and food in wartime scenarios. This therefore increased the stresses in the hull structure and moreover some of the problems were found to occur during or after severe storms: often due to the increased hull bending moments and shear forces caused by these situations. To alleviate these stress concentration issues some minor revisions to the hatch corner design as well as various reinforcements were added to the Liberty ships so as to attenuate the cracking problem.



Historic Archival Stock Footage WWII - U.S. Ship-yards Hit All-Time Record! 1942. Click on [image to watch video](#)

Another of the Liberty ships, the ss Richard Montgomery, has also given rise to concern, although in a notably different way. The ship got into difficulties in the estuary of the River Thames in the 1940s and became wrecked. She still lies partially submerged on a sand bank just off the Isle of Sheppey and beside the main shipping channel at the mouth of the River Medway where that river flows into the Estuary. Her cargo comprised some 1,400 tons of explosives which to this day are still on board and, should they ever detonate, are enough to cause considerable damage to the surrounding area and communities.

Graduates 2015-16

Master of Science in Maritime Operations and Management

Suwaid H. S. Alabkal*

Nicole Asprou*

Astro Iaya Roger Barnabas

Obiagu Onyekachi Bertram

Fotios Chionis

Charilaos Christodoulou Raftis

Dimitrios Fytas

Ioannis Generalis*

Fernando Georgios

Giannopoulos

Filimon Kalamogiorgos

Sindre Lilledahl

Kim-Trang Ngo

Panagiota Ntova

Georgios Panagopoulos

Stavros Papadopoulos

Albert Hildebrand Penninga

Miltiadis Sakellaris

Rajkumar Singh*

Georgios Tsikkos

Hakan Rahmi Zeybek

Anna Ziou

Master of Science in Coastal and Marine Engineering and Management

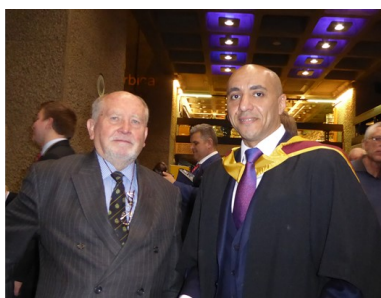
Kyle McElroy*

* with distinction

Graduation Day at the Barbican



Some of our graduates on Wednesday 1st February 2017 after the ceremony.



Friends, family and staff share in the achievements of our students class of 2015-2016.



Graduation ceremonies are held at the Barbican, in the heart of the City of London. Barbican means the outer defence of a castle or walled city. The Barbican in London is the performing arts centre in the City of London and the largest of its kind in Europe.

Induction Day, Welcome to the Class of 2016-2017



Sharp eyed readers will notice Sindre Lilledahl and Kim-Trang Ngo graduated this year. They were the first MOaM interns at [Union Maritime Ltd \(UML\)](#). They came back to share their experiences with the class of 2016– 2017 LONDON. Photograph compliments of Maxwell Woodger Human Resources Professional, Union Maritime



Class of 2016-2017 GREECE.



Master of Science in Coastal and Marine Engineering and Management (CoMEM)



Participating universities



Norwegian University of
Science and Technology



UNIVERSITY OF
Southampton



CoMEM

[https://www.ntnu.edu/
studies/mscomem/
programme-content](https://www.ntnu.edu/studies/mscomem/programme-content)

Erasmus Mundus

<http://www.em-a.eu/>

Study in Europe

[http://ec.europa.eu/
education/study-in-
europe/](http://ec.europa.eu/education/study-in-europe/)

CoMEM Students Embrace Mobility

I graduated from the University of Engineering and Technology in Lahore Pakistan writes Imran Muhammad Asghar.

Back in 2012 I graduated from the University of Engineering and Technology, Lahore with a degree in Civil Engineering. As an undergraduate I was fascinated by hydrology and marine engineering and was lucky enough to land myself a job on a project for construction of a weir on the Indus River. The project further escalated my interest in water related structures and the use of complex engineering techniques for controlling these types of built environments.



Imran Muhammad Asghar

The CoMEM program has not only transformed my background engineering knowledge but also equipped me with new skills of analysis, design, and operation of maritime facilities. The course is unique especially with its mobility program. The specialized research area of every participating university is also reflected in the advanced physical progress the respective country has made in that area. I have learnt from having the opportunity to witness the effects of real-world technical progress in these countries. Other benefits include building a professional network and experiencing cultural similarities and differences. The first two semesters of the course focused on coastal engineering. For the next part I chose City, University of London because, as the maritime sector is so diverse, engineers also need to know about management and leadership.

I was born in Murcia writes Encarna Lopez Castejon

I was born in Murcia, Spain. I studied Civil Engineering in Cartagena, Spain and became interested in Civil Constructions and Hydrology. While studying I also trained with the Cartagena Port Authority and had the opportunity to develop the Urban Planning of one of its basins. This was my undergraduate final project.



Encarna Lopez Castejon

That experience convinced me to specialize in Coastal and Harbour Engineering, and for that reason I joined the Coastal and Marine Engineering and Management programme in August 2015. Since then, I have studied both in the Norwegian University of Science and Technology (Trondheim, Norway) and Polytechnic University of Catalonia (Barcelona, Spain). In June 2016 I presented my Minor Thesis on the topic of the Service Levels in a Container Terminal. In this I analysed the performance of Container Terminals in the Port of Barcelona. In the summer of 2016, I had the opportunity to train in the Planning Department of Balearic Port Authority (Mallorca, Spain).

After all that, City University has been a great opportunity to develop as a professional in the field of Maritime Operations and Management. My education and experiences has equipped me to take up future opportunities and new challenges.

Navigation across disciplines makes life interesting writes Dr Uma Patel

I am a Social Scientist specialising in mixed methods research and evaluation, and I have been a part of the MOaM team since 2002. In 2016 I successfully published my PhD and was conferred at the University of Technology in Sydney Australia. My thesis entitled '[Discourse History of Technology Enhanced Learning Research 1945—2012](#)', examined the history of 'technology', what is meant by 'learning' and what counts as 'enhancement' and 'research'. I demonstrated human learning is engineered by technologies and technologies shape what is possible to learn, imagine and invent. Navigation across disciplines makes life interesting, and navigation features large in my work as a Research Associate at University College London (UCL) on the [Space Awareness project](#).

In the next edition of Making Waves there will be an article on [Navigation through the Ages](#) and the range of disciplines, technologies, and forms of learning that are involved in this history.

Welcome

Welcome to Captain Malcolm W Parrott and Dr. Merv Rowlinson. Both joined City, University of London in September 2016. Captain Parrott is the new module leader for the 'Maritime Operations' Module on the MOaM programme. He takes over from Steven Gosling. Dr. Rowlinson is the new module leader for 'Maritime Economics and Accounting' (Maritime Economics section). He takes over from Captain John Hoar.

Captain Malcolm W. Parrott

Captain Malcolm W. Parrott, is Managing Director of [The Maritime Group International \(TMG\)](#). He has 57 years of marine experience, including being in command of container ships, ferries and a cruise ship and serving in senior and executive management positions ashore for over 30 years. He was one of the major pioneers of large High Speed Craft in the late 1980s and during the 1990s, and has played a part in innovative futuristic design and operation of modern vessels. He has therefore witnessed many of the major changes and emerging trends over the past half century.



Captain Malcolm Parrott

Malcolm featured in 'Shipping & Marine', *The Magazine for Maritime Management* (Issue 130 November 2016) in an article with the enigmatic title "[No hand on deck](#)". In the article Malcolm is quoted as saying: "Pushing the boundaries with visionary and innovative thinking and cutting edge technology has to be the way forward whatever the sector. It is tempting to think the future has arrived but many of our visions for 2166 or even 2066 are really based on the most advanced technology of today – or what we can conceive as the technology of tomorrow – rather than the actual demands of the future; are these realistic visions? Only time will tell."

Dr Merv Rowlinson

Dr. Merv Rowlinson has had over 50 years experience in the shipping and transport industry and its academia. Starting his career in tugboats he went onto deep-sea shipping and, finally, coastal shipping.



Dr. Merv Rowlinson

Becoming a mature student in 1978 Merv gained a BA and, (later) researching on a part-time basis, an M.Phil and Ph.D (both research degrees are in maritime economics topics). Since the 1980s Merv has [taught maritime economics](#) and logistics at a number of Polytechnics and Universities including, The Merchant Navy College (Thames), Southampton School of Navigation, City of London Polytechnic, The Hamburg College of Shipping & Transportation. He has given [evidence to the UK select committee](#) on transport, local government and regions.

In recent years Merv has delivered industrial training packages in shipping management at Brunei Gas Corporation, Authority Canal de Panama, Balboa, Bahri Shipping, Dubai, AB AMRO Bank, New York.

He is very happy to join the teaching team at City, taking over from his old Southampton mariner/academic colleague, John Hoar who had worked so hard to build the teaching resources. Finally, Merv is enjoying delivering on a course that blends academic excellence with professional focus.

Thank You and Au Revoir

In September 2016 as the viva's came to a close two of our esteemed lecturers performed their last duties as a module leaders, supervisors and examiners.

Captain John Hoar, module leader for Maritime Economics, has put his distinctive rigorous stamp on the design of the resources, tasks and pedagogy. Steven Gosling, module leader for Maritime Operations, has been a popular and respected figure amongst the staff and students.



Annual course dinner 2016. Left to right: Dr Uma Patel, Captain John Hoar and Chief Engineer Raj Kumar Singh.

Captain John Hoar

Captain John Hoar joined MOaM, in 2006, while teaching on the BSc and MSc maritime programmes at Southampton Solent University. This means he has been a module leader for Maritime Economics for over 10 years. He says:

"I enjoyed specialising in contemporary maritime economics in the context of a career in maritime operations and management. The maritime industry is a great career, encompassing a wide range of disciplines, responsibilities, professional contacts and advancement." He added "My advice to all students is not to underestimate the work required for the dissertation."

Interestingly Captain Hoar has 5 colonies of bees and teaches on a beekeeping course, and has written several articles on pesticides and honeybees. He is the contributing editor for the latest edition of the Institute of Chartered Shipbrokers text 'Economics of Sea Transport and International Trade'.

In retirement (if you can call it that) Captain Hoar plans to play more golf and continue as mentor for the Honourable Company of [Master Mariners Apprenticeship Scheme](#).

Steven Gosling

Steven Gosling began his association with MOaM when he enrolled as a part-time MOaM student. Following an early seagoing career on cruise ships, at the time he was working at the [Nautical Institute](#) as a training and quality manager. He graduated with a distinction in 2013, and in 2014 joined the course as a module leader for Maritime Operations. He was inducted into the role by Jim Clench his predecessor.



Graduation at the Guildhall London 2013. Left to right: Captain Simon Culshaw, Mr Jim Clench, and Mr Steven Gosling.

He says "my advice to MOaM student is take every opportunity and make the most of their time in London. It really is an international maritime centre. Exploring the maritime industries through the extra curricular activities like visiting the IMO and the Guest lectures begins to complete the puzzle of how the real world relates to what is taught."

Steven was headhunted by [Nautilus International](#) soon after graduating, and he is now the 'Head of Strategic Development', he will keep in touch with MOaM by continuing to organise the annual visits to the [IMO Headquarters](#).

Breaking News. Professor John Carlton writes: "I learnt two pieces of good news today:

1. The Honourable Company of Master Mariners has advised me that this year their award for the Student of the Year 2015/16 will go to Nicole Asprou for her performance throughout the year and her dissertation entitled "Response of Marine Invasive Species to Climate Change from a UK Perspective".
2. Mr William Goodwin, one of our Visiting Lecturers in Marine Law in London, has been appointed Queen's Council. "

We are proud of attracting a diverse range of talented students. Here are some student profiles .

Fatih Onder



I was born and raised in the vibrant city of Istanbul, Turkey.

After I had obtained my Engineer Officer of the Watch License, I worked a contract on board a Ro-Ro ship as a Third Engineer; working alongside the First Engineer in an unmanned Engine room to carry out maintenances on any machinery they had on-board. In March 2011, I joined Oceania Cruise Line as a Third Engineer on-board their O-Class ship Oceania Marina, and then progressed to their elite Oceania Riviera. Currently, I am Second Hotel Engineer on board Oceania Riviera responsible for the technical hotel operations. I have completed various kinds of training to develop my skills including analysing, problem solving, time management, job organization, supervising, communication, and crisis management.

I have had the opportunity to explore more than fifty countries and have worked closely with over forty-five different nationalities enriching my vision and appreciation of the world.

After graduation, I aspire to work within a large shipping company in the operations or chartering department; therefore continuing to further improve my skills and learn from industrial experts, as I begin my journey working towards a senior management position. To have a Master's from City, University of London, would enrich both my personal and professional development and provide me with the knowledge and confidence to go forth in my career.

Georgia Rentifi



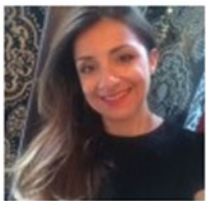
I am an ex-mariner and holder of a Captain B' Class license with a designated title of Chief Mate for any kind of ship irrespective of tonnage, having served on both LPG and LNG vessels.

Last year, my passion to broaden my knowledge in the maritime industry led me to study in the Hellenic Shipbrokers Association, thus acquiring the practical knowledge required to render services as a shipbroker in dry cargo chartering.

After this, I commenced working in an office environment in the post of the Assistant Marine Superintendent. My duties include attending vessels for inspections, negotiating with various vendors and suppliers and assisting in the day to day operation of the fleet.

As for my spare time, I enjoy playing the western type flute, for which I have studied for almost 8 years, contract bridge, tennis and running outdoors. I selected the studies in MOaM because it will allow me to progress my career plans and develop my potential.

Sophia Makiou



I graduated with an MSc in Logistics, Trade and Finance in 2002 from the CASS Business School, City University of London. Before that I graduated with a BA in Management Information Systems at the University of Westminster. I now work for our family business.

Makios Logistics our family company is a leading LSP company in Greece, offering warehousing and special transportation services in Greece and the Balkans. In 2016 the company employed a workforce of 100, and had a turnover of 40 million euros. The company was established in 1930 and is nowadays managed by the third generation of the family. The headquarters and the majority of the warehouses are located at the entrance to the port of Thessaloniki.

Makios Logistics clients include all Greek supermarket chains and most of the Greek food production companies. I am the logistics manager of the two distribution centers (one with railway connection) that the company owns in Northern Greece. As the port of Thessaloniki moves towards privatization, I foresee new co operations with shipping and port companies in the coming years. I have enrolled on the MOaM course as I believe it will enhance my professional knowledge. Warehousing and transportation services are firmly linked with maritime issues under the broader logistics scope and therefore my studies in both subjects will provide a highly comprehensive and thorough knowledge of the extended supply chain of all commodities.

Captain Marios Siopis



In September 2006 I graduated from the Merchant Marine Academy of Macedonia, receiving BSc in Nautical Science and subsequently an STCW Certificate of Captain C' Class. Since then I have sailed in various types and size of bulk carrier vessel's rising through the ranks from 2nd Officer up to Captain.

This year I have taken up the challenges involved in studying for an MSc in Maritime Operational and Management. I believe this, together with my seafarer experience will equip me with the knowledge, skills and experience to apply for important shore based employment in port management and development.

Union Maritime Limited Internship Opportunities



Current and recent students in London and Piraeus are reminded of the [Union Maritime Internship Scheme](#). Under this scheme students who obtain high marks in their examinations and dissertation can apply for an internship with Union Marine Ltd. who are a rapidly expanding shipping company based in the West End of London. Each year the company offers two competitive internships of 12 weeks duration to maritime students from City, University of London. The placement is designed to give interns

shipping experience including Operations, Chartering, STS Transfer and Technical. Upon successful completion of the internship the company may offer the internees full time employment. **Admission to the scheme is by competitive interview and expressions of interest in the scheme should, in the first place, be made to Professor Carlton.**

Real Time Graduates: Apply for Internships and Work Experience



Recently we confirmed our cooperation with Real Time Graduates in relation to the Maritime Operation and Management students. Real Time Graduates is a hub comprising shipping companies; brokers; charterers; classification societies; financial and legal institutions; technical offices and others within the maritime

industries. It is a new scheme, which is free to graduates, and has grown out of an initiative developed from the Laskaridis Foundation. The scheme aims to provide internships and work experience placements in shipping organisations for graduate students, who are under the age of 30, with an undergraduate or postgraduate degree in shipping and maritime studies. Both London and Piraeus based students of the Maritime Operations and Management programme may apply if they so wish by contacting Jenny Christodoulou info@investinthefuture.gr or Efi Smyrlaki at projects@investinthefuture.gr both of whom will be pleased to discuss this scheme with you.

City, University of London—When is the Next Postgraduate Open Evening?

The Open Evening in LONDON will take place on 14th June 2017, from 17:30 to 19:30. To book— [please click here](#)

The Open Evening in PIRAEUS will take place on 5th May 2017 from 19:00-21:00, and 11th September 19:00-21:00. For more information contact Marilena.Kokonaki.1@city.ac.uk

Research and Programmes in Maritime Studies

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