



SNAME
THE INTERNATIONAL COMMUNITY FOR MARITIME AND OCEAN PROFESSIONALS



(l to r) SNAME Member Peter Wallace (Lloyd's Register), Michael D. Kass (Oak Ridge National Laboratory), and SNAME Member Christopher Kolodziej (Argonne National Laboratory) at the Connecticut Maritime Association Shipping 40th Annual Expo & Conference.

SNAME NEWS

March 2026

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FROM STRATEGY TO STEEL: WHY POLICY ALONE WON'T BUILD SHIPS



In January, we talked about the kind of progress that doesn't always show up in headlines – the planning, coordination, workforce development, and technical groundwork that must take place long before any steel is cut or any vessel leaves the yard. It's the quiet work that makes future momentum possible.

Then in February, with the release of the U.S. Maritime Action Plan (MAP), we finally received something our industry had been asking for – a national framework intended to strengthen shipbuilding, infrastructure, workforce development, and maritime competitiveness. After years of studies, announcements, and strategy discussions, we now have a chart that helps define where we are trying to go. But as I wrote earlier, a chart alone doesn't move a ship.

Anyone who has spent time on the bridge understands that knowing the destination is only the beginning. Someone still has to determine how to get there safely – accounting for draft, currents, traffic, weather, equipment limitations, and operating constraints. In other words, someone has to translate strategy into something that actually works in the real world.

That “someone” is SNAME, collectively and individually. Government policy can establish priorities. Industry investment can fund projects.

But only naval architects and other marine-related engineers can determine whether any of it is technically feasible, commercially viable, and operationally sustainable.

This is where SNAME plays an especially critical role. If the MAP represents national intent, then our Technical & Research panels, our Sections, our mentorship programs, and our professional meetings and forums are where that intent begins to take shape. It is in these spaces that broad policy goals meet hydrodynamic analysis, propulsion system design, production realities, workforce limitations, and regulatory frameworks.

Participating in a technical panel, mentoring a student, contributing to a working group, or submitting an abstract for our SNAME Maritime Convention in the fall may not feel like you are responding to national maritime strategy, but I assure you that is exactly what you are doing. These are the mechanisms through which ideas are evaluated, standards are refined, risks are identified, and solutions are developed before they are ever built.

Strategy may set the course, and investment may provide the fuel. But engineering determines whether we arrive. If we want the ambitions outlined in the MAP to become more than policy documents, then it will take informed, engaged professionals working together to translate those goals into real capability.

SNAME exists to help make that translation possible – and it starts with each of us. Let's get moving!

Fair winds and following seas,



Rich Mueller

President

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FROM THE EXECUTIVE DIRECTOR

THE FOX AND THE HEDGEHOG



Elizabeth Bouchard

An acquaintance suggested that I read the book, *Good to Great* by Jim Collins. Using case studies and empirical deductions directly from the data, Collins presents key factors separating good organizations from great ones. It got me thinking about where SNAME, a 133-year-old technical society, would fall within the analysis. Here are my thoughts.

Collins' idea: Humble, mission-driven, long-term leadership.

At SNAME, we work with some of the most modest, brilliant minds in the industry, and these individuals are passionate about supporting SNAME's mission. They volunteer with professional will and personal humility with ambitions for the Society. Long-term leadership is often a problem in non-profits because of their rotating leadership structure (board, president, committees). I believe that SNAME's longevity demonstrates that we have overcome this hurdle with a strong organizational structure and a robust strategic plan with succession planning – all critical for continuity. I am deeply grateful to our members who work tirelessly on behalf of SNAME in supporting our industry.

Collins' idea: Get the right people on the bus.

As a volunteer-driven organization, our challenge is not finding the right people, as we have highly specialized engineers, naval architects, academics, and industry leaders. Our challenge is consistent execution of our projects and programming; for our volunteers, SNAME work normally comes after day jobs and family lives, as it should. The right people at SNAME Headquarters are essential to supporting volunteer efforts and ensuring dependable project implementation and programming. Over the past 20 months, with additional committee appointments and new staff, I believe that previously empty bus seats are filling up with the right people.

Collins' idea: Disciplined people → disciplined thought → disciplined action.

A commonality of technical societies is that they often create disciplined intellectual environments but may lack the operational discipline (efficient growth, standardized processes, sustained expansion). I agree with this. SNAME has more than a century of institutionalized processes in place, but not all are standardized. That is why SNAME Headquarters has implemented a quality management system.

Collins' idea: The Hedgehog Concept – The intersection of ...

- ▶ What you are passionate about
- ▶ What you can be the best in the world at
- ▶ What drives your economic engine

Collins' research shows that good-to-great companies are more like hedgehogs – simple creatures who know one big thing and stick to it. They are not like foxes – crafty, cunning creatures who know many things yet lack consistency. SNAME's clear passion is its maritime and naval architecture and engineering expertise.

Our defined value proposition includes our technical papers, standards, and conferences. Like many other professional societies, however, we struggle with a true “economic engine” – the generation of sustained and robust cash flow beyond membership. We are working on that.

Collins’ idea: Use technology to amplify, not define, strategy.

SNAME uses technology to amplify its offerings as evidenced through its digital publications, virtual events, and online communities. Since 2024, we have strategically upgraded our information technology infrastructure under a 15-month plan. Our adoption of technology to run the Society is solid. It is not cutting-edge or definitive of our strategy.

Collins’ idea: Sustained momentum through consistent strategic direction.

The flywheel effect is described by Collins as consistent, incremental efforts that build momentum over time and lead to breakthrough success – even in the face of periodic stagnation or downturns driven by the industry cycle. I believe that this describes SNAME. We endure because we have preserved our core values and purpose while adapting our strategies and practices to a changing world.

Conclusion

My conclusion is a simple one: It is better to be a hedgehog than a fox. In applying Collins’ definitions, I believe that the idea that SNAME is a hedgehog explains why we are 133 years old.

 **Elizabeth Bouchard**
Executive Director
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(l to r) SNAME Members Jason Perry and Jose Luis Duarte, both with Thordon Bearings, Inc., at the the Connecticut Maritime Association Shipping 40th Annual Expo & Conference.

A DOUBLE MEMBER PROFILE: DANIELLE RANKIN AND PRANAYA CHAKRABORTY



This month, we're pleased to introduce you to two young professionals who are members of the SNAME Canadian Atlantic Section and co-hosts of *The Big Jib Draw Podcast*, a podcast produced by the SNAME Canadian Atlantic Section (CAS) that explores the challenges and triumphs of young professionals in the marine industry.

Steered by curiosity and opportunity

For as long as he can remember, Pranaya Chakraborty has been fascinated by ships — those immense, complex floating machines that defy gravity and unite art, science, and engineering in perfect harmony. What began as youthful curiosity about how ships are built and stay afloat led to the study of Ocean Naval Architecture Engineering at

Memorial University of Newfoundland and Labrador and a career in naval architecture.

Today, Chakraborty serves as a Naval Architect Engineer at Fleetway Inc., where he is the Recoverability Lead for the Canadian Surface Combatant Project, one of Canada's most ambitious and technically advanced naval programs. "You're not just designing steel and systems," he reflects. "You're creating something that operates as one cohesive unit, capable of withstanding the harshest conditions at sea."

Danielle Rankin shares a similar connection to the sea. The maritime world was always part of her life growing up surrounded by oceans in Burin, Newfoundland. Rankin's grandfather would take her out fishing, and she was fascinated by the endless possibilities for careers related to the oceans. When Rankin was about 14 years old, she toured the Fisheries and Marine Institute of Memorial University of Newfoundland Marine Institute in St. John's and was enamored. She has now earned three degrees from the school and is pursuing a degree in post-secondary education to refine her skills in instructional design and delivery.

Rankin is now the training coordinator at SSI, where she is known for her passion for advancing shipbuilding through innovation, education, and mentorship. Drawing on more than a decade of real-world experience as a marine piping designer, she develops important training initiatives that empower shipbuilders to make the most of SSI's powerful software solutions.

Finding community and mentorship via SNAME

Since joining SNAME as a student member in 2018, Chakraborty has found that the Society plays an essential role in connecting professionals across the marine and shipbuilding industries. "SNAME has benefited my career by connecting me with stellar professionals in the shipbuilding industry," he explains. "Hearing their ideas and vision always helps paint a big picture — it pushes you to think beyond your own work and see where the industry is heading."

Rankin joined SNAME about five years into her career as a piping designer.

"At the time, I didn't know if I was 'ready' for professional groups like this," she says. "But joining SNAME opened up a whole new world for me."

Today, Rankin and Chakraborty serve as Young Professional Representatives on the CAS Executive Committee,

advocating for the development of new talent and encouraging young professionals to explore non-traditional career paths in shipbuilding. Their work as co-hosts of *Big Jib Draw* has drawn recognition from SNAME because of their commitment to promoting dialogue, knowledge-sharing, and community within the Society.

Now in its second season, the show features conversations, insights, and stories that aim to inspire and inform the next generation of maritime professionals. The name *Big Jib Draw* reflects the team's desire to celebrate East Coast culture. The phrase comes from a Newfoundland blessing meaning "May the wind always be in your forward sails," a wish for good luck and smooth sailing. (We look forward to featuring the podcast in a future issue.)

Rankin and Chakraborty embody the curiosity, collaboration, and drive that define SNAME's next generation of maritime professionals. Through their work, mentorship, and *The Big Jib Draw*, they represent the dynamic energy shaping the future of the CAS as well as the broader global maritime community.

You can find *Big Jib Draw* [here](#).



SNAME IS SO GRATEFUL TO OUR FEBRUARY DONORS:

Matthew Miller - Donors Circle

William Ayers - Difference Makers

Christopher Brown - Difference Makers

IN MEMORIAM

We are saddened to inform you of the passing of two members of our SNAME community:

- [William \(Bill\) Joseph Broughton](#) (Ottawa, Canada) died peacefully surrounded by family on 6 March 2026.
- [Albert W. Horsmon Jr.](#) (Three Rivers, Michigan) died surrounded by his family on 16 February 2026.

Please click on the links above for their obituaries, funeral arrangements, and ways in which you can share your condolences.



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NEW & RETURNING MEMBERS FEBRUARY 2026

JOIN US IN WELCOMING:

Marwan Abdelfattah, Carolina University- Winston Salem
Edward Adler, Maritime Structures
Tanveer Ahmad, Universiti Teknologi Malaysia
Malik Akhtar, American Bureau of Shipping (ABS)
Laia Alba, Universitat Politècnica de Catalunya
Alba Alias, ESADE
Charles Andruss
Ikhlatius Ardanto, Sepuluh Nopember Institute of Technology
Emilda Atus, Sepuluh Nopember Institute of Technology
Rudrajit Banerjee, Indian Maritime University
Pablo Bedirian, Argentinian National Technological University
Samuel Bonnell, University of British Columbia
Jason Burg, Burg Designs
Thomas Clarkin, Massachusetts Maritime Academy
Hao Cui, HOE
Quinton Cunningham, Virginia Tech
Anas Elmajdoub, Universitat Politècnica de Catalunya
Robi Exsaudi, Sepuluh Nopember Institute of Technology
Hafizh Firananda, Sepuluh Nopember Institute of Technology
George Freeman, United States Merchant Marine Academy
Valentina Futoryanova, Cranfield University
Davis Gaddy, Shipbuilding Council of America (SCA)
Gavin Galway
John Gerdes, St. John's High School
Najzwa Gita, Sepuluh Nopember Institute of Technology
Filip Gligic, University of Southampton
Joshua Gosse, Memorial University of Newfoundland
Farizha Habibie, Sepuluh Nopember Institute of Technology
Maruan Hadmi, Universitat Politècnica de Catalunya
Scott Healey, BluMetric
Faiz Hidayat, Sepuluh Nopember Institute of Technology
Mia Hunter, Jones College Prep High School
Celian Ilyas Cadet, Virginia Tech
Georgia Jensen
Luke Joyce, Genoa Design International
Mark Keneford, Wartsila Canada
Hope Kersey, Texas A&M University, College Station
Wassim Khadiri
Ilias Kriouar, Universitat Politècnica de Catalunya
Alex Le, South Louisiana Community College
Ye Li, Southern University of Science and Technology
Naima Magana, Universidad Veracruzana
Bill Mankins
Rohan Mariash, University of Ottawa
Dave Marsden, Jastram Technologies Ltd.
John McCarthy, BMT Canada
Cesar Melgar, Universidad Veracruzana
Jia Mi, Stevens Institute of Technology
Agustin Moreno, Argentinian National Technological University
Preston Murphy, Texas A&M University, Galveston
Julian Nault, SUNY Maritime College
Lampros Nikolopoulos, GASLOG LNG Services Ltd.
Joaquin Ongay, Argentinian National Technological University
Nicholas Owens, Southern Illinois University Carbondale
Nirmittee Patrike, University of Strathclyde
Matt Paxton, Shipbuilders Council of America (SCA)
Dustin Pearson, Canada Department of National Defence
Matthew Pfuhler, SUNY Maritime College
Ivan Ponomarev, Hansa Shipping Co. Ltd.
Adarsh Poonchola, Grandweld Shipyards
Abril Prior, Universitat Politècnica de Catalunya
Anabella Priyasembada, Sepuluh Nopember Institute of Technology
Rasmus Ruff, Vessel Performance Solutions
Gentry Schneider, United States Merchant Marine Academy
Darlene Seligman, ARKTOS Craft
Cameron Serafin, TAI Engineers
Jake Sims, Texas A&M University, College Station
David Singer, University of Michigan
Kanika Singh, Seoul National University
Sam Smith, University of Tasmania
Murray Smith
Hari Soni, American Bureau of Shipping
Katherine Starck, University of Michigan
Diarza Syafa, Sepuluh Nopember Institute of Technology
Ranvir Tandon, Virginia Tech
Arseny Tarasov, SUNY Maritime College
Tin Tun, Singapore Institute of Technology
Justin Turnbull
Franco Vallengiani, Argentinian National Technological University
Zijing Wang, American Bureau of Shipping
Aidan Williams, Webb Institute
Jules Wilson, University of Windsor
Cyrus Wong, United States Merchant Marine Academy
Paula Zorensky, Shipbuilding Council of America (SCA)

LEARN FROM YOUR FELLOW SECTIONS!



HIGHLIGHTED WEBINARS FROM FEBRUARY 2026

Time Step Analysis of the Crash Stop Maneuver for Ferries

Speakers: Alex Koziol and Ben Hunt

[Watch here.](#)

Summary: Rapid stopping capability is a critical safety feature for ferries operating in confined waterways. Otherwise known as the crash stop, this maneuver is a well-studied character of maneuverability for large oceangoing vessels. However, crash stop performance is difficult to characterize for smaller, higher-powered vessels such as ferries with propulsion machinery that allow rapid reversal of shaft lines.

Presented by the Pacific Northwest Section, this webinar proposes a simulation method using four quadrant data to evaluate crash stop performance. Two notional case study vessels are introduced and used to develop insights on the influence of propeller design parameters on crash stop performance (see also the companion paper prepared for SMC 2025 called “Time Step Analysis of the Crash Stop Maneuver for Ferries”) on OnePetro.

ICETech Workshop 2026

Speaker: Various Presenters

[Watch here.](#)

Summary: Presented by the SNAME Eastern Canadian Section, this event leverages the legacy of the many SNAME ICETech events conducted over many decades in many cities. This ICETech was conducted in a workshop format to increase awareness of ongoing technical activities.

An Update on Underwater Hull Coating Technology and the Challenges in Coating Scrubber Penetrations

Speaker: Carl Barnes

[Watch here.](#)

Summary: Presented by the Western Europe Section. Hull coatings for marine ships have always been critical in preventing corrosion and deterring the settlement of fouling species. However, increasing regulations such as the IMO targets to reduce shipping's greenhouse gas emissions and to minimize the transfer of invasive species, have significantly added to the performance requirements placed on hull coatings. These are in addition to the requirement to protect the hull from the corrosive environment encountered around scrubber penetrations. This presentation describes progress made in meeting these challenges.

FOR MORE WEBINARS, VISIT THE SNAME WEBINAR LIBRARY [HERE](#).

MENTORSHIP PROGRAM 2026 BEGINS IN APRIL



Mentoring is a powerful catalyst for both professional growth and personal development.

Beyond technical guidance, the relationship fosters confidence and expands professional networks, perhaps even opening doors to opportunities. For the mentor, the process refines leadership abilities and provides fresh perspectives, ensuring their skills remain relevant and sharp.

Ultimately, this exchange helps to build a better workforce where institutional knowledge is preserved rather than lost through turnover.

Ultimately, mentoring creates a culture of continuous learning that benefits not just the individuals involved, but the health and longevity of our professional industry.

Whether you're just launching your maritime career or are a seasoned veteran looking to give back, the SNAME Mentoring Program offers a powerful platform for professional growth and connection. This exclusive member initiative bridges the gap between generations, pairing students, young professionals, and professionals seeking career guidance with experienced industry leaders and subject matter experts. By facilitating these one-on-one relationships, SNAME helps our next generation of maritime innovators discover its potential.

The program's registration period ended in February; during March, pairings will be determined, and the plan is to hold a kick-off meeting. Look to April for the initiation of mentoring sessions. SNAME thanks Susan Noste and Jack Bonoli, the "plank owners" of this program, for their tireless efforts to make this program a reality!

EARNING PDH CREDIT WITH SNAME

Professional Development Hours, or PDH, are educational units required by professionals (such as engineers with Professional Engineering licenses) to fulfill continuing education requirements for license renewal. Nearly all US states, territories, and the Canadian provinces and territories allow people to claim PDH by participating in technical meetings or attending webinars.

Engineers should keep a log with the course or lecture details to support their claims. While all PE-registering entities can disallow claimed PDH if the person is selected for an audit, typically what is claimed as completed is accepted. This is generally referred to as self-certification, as it's left up to the license holder to decide what qualifies under the rules of their locality (though certificates of attendance are recommended). Generally, a minimum of 50 minutes of attendance in the session is required to claim one hour of PDH. This could include both the presentation and Q&A session.

PDH may be earned at local Section meetings where technical presentations are included; they may also be earned through attendance at technical webinars. In each case, be sure to: (1) Follow the local requirements for attendance verification, and (2) Have the presentation reviewed by a Section representation to determine if there is an adequate amount of technical material for PDH credit. Local Sections may issue attendance certificates if requested; contact Education@SNAME.org for certificate templates.

Attention New York Professional Engineers: *New York's PDH credit requirements are more stringent. All material must be pre-certified for PDH before being presented in a session. Check with your local Section for details on earning PDH in New York State.*



Rich Delpizzo

Education Director

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TECHNOLOGY & RESEARCH

T&R COMMITTEE AND PANEL REORGANIZATION

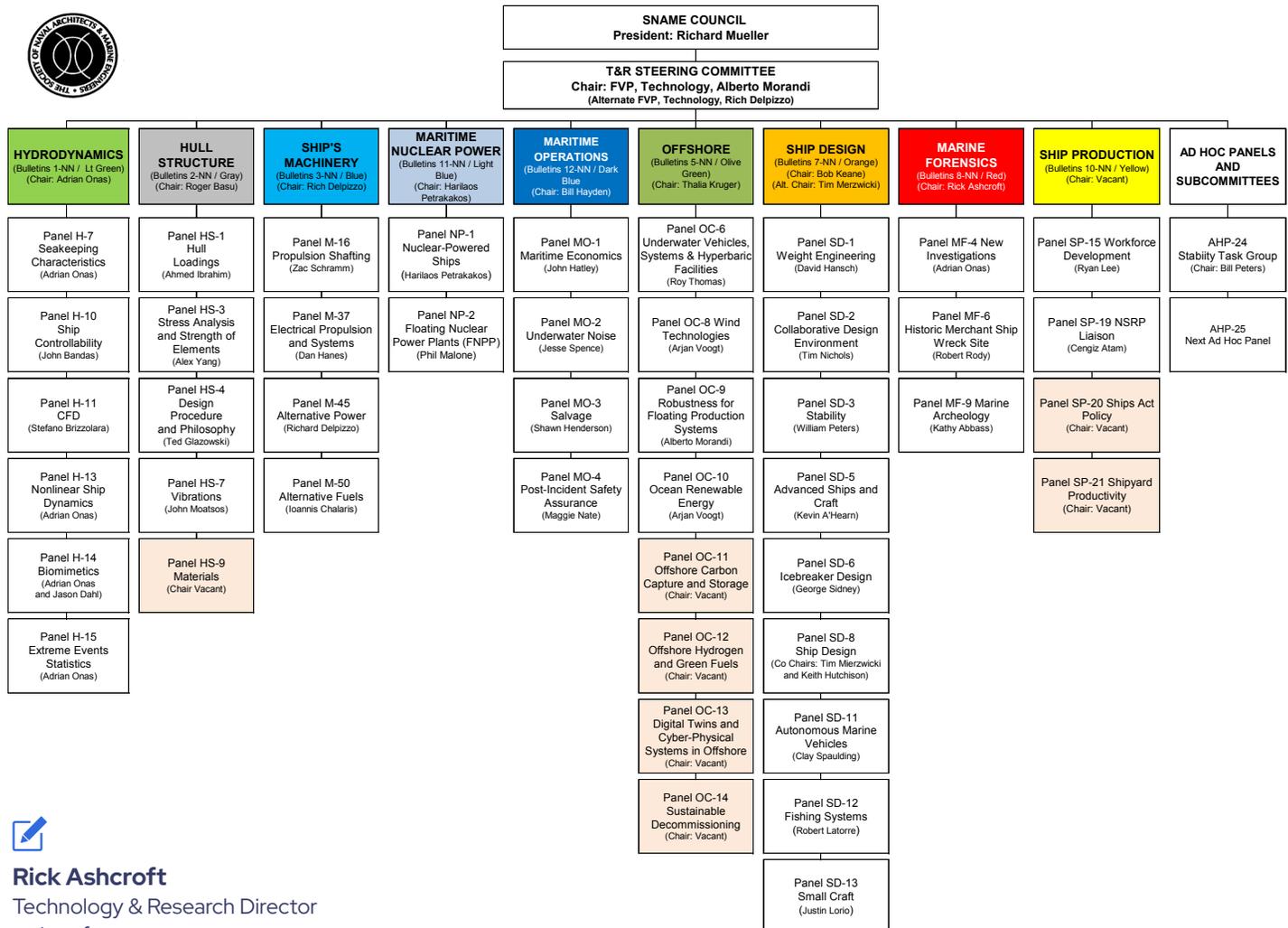
SNAME's Technical and Research (T&R) Program has undergone a major organizational restructuring to ensure that it reflects the current needs of the maritime industry. This monumental feat was directed by Alberto Morandi, Functional Vice President, Technology, with my full support.

At the beginning of February, we had 10 committees, 71 panels, and three ad hoc panels and subcommittees. As part of the restructuring, inactive panels and those focused on resolved technical issues were removed; the Operations, Safety, and Economics Committee and the Environmental Engineering Committee were combined into the new Maritime Operations Committee, and we created a new Maritime Nuclear Power Committee.

Our refreshed T&R Program is now comprised of nine committees, 46 panels, and one ad hoc panel. All panels are currently active, except for those that need chairs. I have said many times that the T&R program is fluid, changing to align with industry needs; now the organization reflects that, capturing the current technical needs of our industry.

The new T&R Organizational Chart is shown below and is on the SNAME website. Please contact the panel or committee chair – or Alberto or me – if you are interested in joining our T&R Program.

Organization Chart of the Technical and Research Program



Rick Ashcroft

Technology & Research Director
rashcroft@sname.org

CALL FOR ASSOCIATE EDITORS FOR SNAME'S JOURNAL EDITORIAL BOARDS



The *Journal of Ship Production and Design (JSPD)* and the *Journal of Ship Research (JSR)* are seeking applications from qualified individuals to join their editorial boards as Associate Editors. This is a unique opportunity for individuals who are interested in not only volunteering but also enhancing their professional development and reputation and giving back to the community.

ABOUT THE JOURNALS

- ▶ **JSPD**, established in 1985, is a quarterly publication featuring peer-reviewed papers on ship design, shipbuilding operations, and technologies relevant to merchant ships, naval vessels, and other marine platforms. It serves as a highly regarded forum for contributions from government, academia, and industry.
- ▶ **JSR**, founded in 1950, is also published quarterly and focuses on applied research in hydrodynamics, propulsion, ship motions, structures, vibrations, and related technical fields.

ROLE OF ASSOCIATE EDITORS

Associate Editors play a key role in maintaining the high standards of both journals.

Responsibilities include:

- ▶ Selecting qualified reviewers for submitted manuscripts.
- ▶ Overseeing the peer-review process.
- ▶ Helping advance the state of the art in the field.
- ▶ Expanding their professional networks.
- ▶ Strengthening their own writing and research expertise.

HOW TO APPLY

Interested in joining either of these boards? Please send an email to publications@sname.org with the journal title in the email subject line and include a copy of your Curriculum Vitae.

Associate Editors must be SNAME members or willing to join the Society at the time of appointment. We encourage all interested members to apply and take part in shaping the future of maritime scholarship.

EVENTS

Upcoming Global Industry Events:

- 31 March 2026** - [31st SNAME Offshore Symposium](#), Houston, TX
- 26 – 30 April 2026** - [The 25th WPC Energy Congress](#), Riyadh, Saudi Arabia
- 4 – 7 May 2026** - [Offshore Technology Conference](#), Houston, TX
- 12 – 14 May 2026** - [Mari-Tech 2026](#), Victoria, BC
- 1 – 5 June 2026** - [Posidonia 2026](#), Athens, Greece
- 9 – 11 June 2026** - [Green Marine's GREENTECH 2026](#), Québec, QC
- 23 – 24 June 2026** - [Marine Log's Ship Repair Conference 2026](#), Jacksonville, FL
- 14 – 16 September 2026** - [International Conference On Computer Applications in Shipbuilding \(ICCAS\)](#), Singapore
- 15 – 16 September 2026** - [The 9th International Symposium On Ship Operations, Management and Economics \(SOME 2026\)](#), Athens, Greece
- 15 – 16 September 2026** - [SNAME Propeller & Shafting Symposium](#) - Norfolk, VA
- 22 – 23 September 2026** - [Imagine Marine Conference](#), Ottawa, ON
- 29 September – 1 October 2026** - [SSI World Shipbuilding Conference 2026](#), Biloxi, MS
- 28 – 20 October 2026** - [SNAME Maritime Convention 2026](#), Houston, TX
- 10 – 11 November 2026** - [Marine Log's Ferries Conference & Expo](#), Seattle, WA
- 20 – 24 June 2027** - [International Marine Design Conference \(IMDC\) 2027](#) - Cambridge, MA

Upcoming Section Events:

- 1 April 2026** - [Student Paper Night at MIT](#) - In-Person Event (Contact: Sandra Wyman, sandrajwyman@hotmail.com)
- 1 April 2026** - [Modern Seaplane Forebody Chine Investigation](#)- In-Person Event (Contact: Kristina Matranga, reilleykc@gmail.com)
- 2 April 2026** - [Chesapeake Section Maritime Trivia Night](#) - In-Person Event (Contact: Orin Kierczynski, orin.kier@gmail.com)
- 8 – 9 April 2026** - [Great Lakes / Great Rivers Winter 2026 Meeting](#) - Hybrid Event - [In-Person](#) / [Virtual](#) (Contact: Michael Biek, michaelb@bayengna.com)
- 16 April 2026** - [Centralized Hydraulic Power System Design for Marine Vessel Applications - From HPU Sizing to Distribution Network Optimization](#) - Virtual Event (Contact: Vincent Liu, Vincent.Liu@Seaspan.com)
- 25 April 2026** - [Technical Discussion & Site Tour at Victoria Shipyards](#) - In-Person Event (Contact: Vincent Liu, Vincent.Liu@Seaspan.com)
- 29 April 2026** - [The National Security Multi-Mission Vessel \(NSMV\): Shipbuilding Simplified](#) - In-Person Event (Contact: Sandra Wyman, sandrajwyman@hotmail.com)
- 29 April 2026** - [Harnessing AI to Transform the Future of Shipbuilding](#) - Hybrid Event - [In-Person](#) / [Virtual](#) (Contact: Keith Lilley, klilley@outlook.com)
- 4 May 2026** - [Implosion of the Submersible Titan](#) - Hybrid Event - [In-Person](#) / [Virtual](#) (Contact: Kristina Matranga, reilleykc@gmail.com)
- 13 May 2026** - [Maritime Decarbonisation and the Low-to-Zero Carbon Fuel Challenge](#) - Hybrid Event [In-Person](#) / [Virtual](#) (Contact: Keith Lilley, klilley@outlook.com)

To include an event in SNAME's monthly newsletter, please email events@sname.org by the 8th of the month.

ICETECH WORKSHOP A BIG SUCCESS DESPITE ... SNOW AND ICE!

The ICETech 2026 Workshop was held in snowy Ottawa on 25 February, drawing strong interest from across the marine industry. The inspiration for this event was the successful Eastern Canadian Section (ECS) Marine Battery Workshop conducted in Ottawa in September 2025.

The ICETech event welcomed more than 40 attendees, including three Coop students currently on work terms with the Canadian Coast Guard from MUN and the University of Ottawa. Some participants could not travel to the event due to storm-related cancellations on the entire Eastern Seaboard, but thankfully we had arranged support from SNAME HQ to run the workshop as a hybrid event. This enabled our MUN PhD Student, Josh Gosee, to carry on with presenting his research about “rotten ice” despite being unable to attend in person due to the snow.

The ICETech event opened with a session covering trends in the Arctic by Matthew Thomas from the American Bureau of Shipping Canada, with James Bond of Chantier Davie providing additional input about ICE Pact and strategic level amplification.

Seven presentations were offered throughout the day, with highlights including the presentations on “IceSights,” a machine-learning ice characterization application recently deployed to the Arctic and Antarctica by Matthyw Thomas, and an experiential presentation by Lieutenant Commander Eric Jeunehomme, who was the Royal Canadian Navy Engineering Officer of HMCS Margret Brooke during the recent voyage to Antarctica.



ICETech 2026 Workshop participants in Ottawa on 25 February 2026

The presentations by Mark Keneford (Wartsila), Greg Horwich (Gastops), and Darlene Seligman (ARKTOS) demonstrated that developing and testing equipment for the Arctic can prove their worth.

Robert Moulton of CCG provided an overview of its program of renewal and provided some lessons learned and best practices captured along the way. A special shout out to Dave Williams (FedNav), who was able to provide valuable insight from a commercial shipping perspective.

The closing session provided a facilitated open forum discussion.

The success of this workshop highlights the increasing momentum behind arctic innovation in Canada. It also showed that all disciplines need to better understand the rapidly emerging technologies and grow capacity to support Arctic operations.

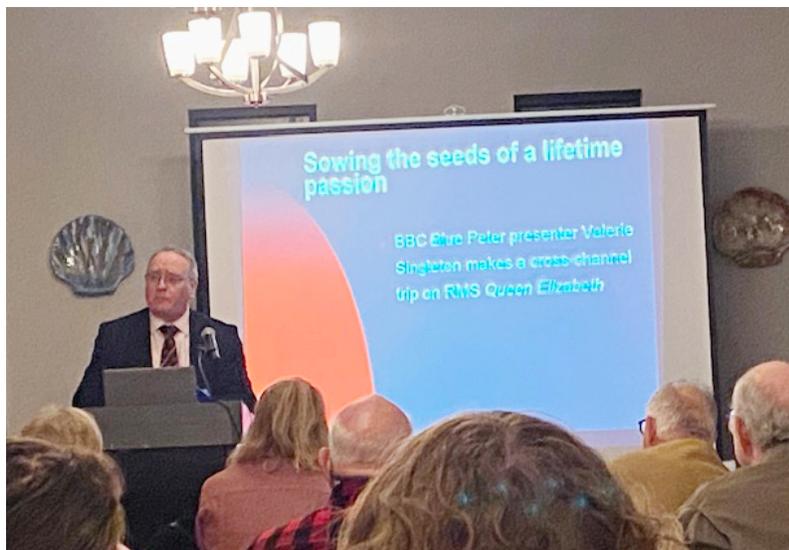
The presentations are [available to members in the webinar library](#).

To discuss how to plan and execute a similar workshop, contact Glenn Walters Functional VP, Membership, at gwalters@sname.org, or Rich Delpizzo, Education Director, at education@sname.org. Walters will provide a “how to” for workshops at the SNAME Leadership Summit in Alexandria, Virginia, on 20-22 May 2026.



Left: SNAME presenters and moderators (Josh Gosse, MUN PhD Student, presented remotely due to snow). Right: ECS Leadership with participating Coop Students.

HAMPTON ROADS SECTION PRESENTS "GENESIS OF A QUEEN: QUEEN MARY 2"



SNAME's Hampton Roads Section hosted a fascinating presentation, "Genesis of a Queen: Queen Mary 2," on 4 March in Hampton, Virginia at the Hampton Roads Yacht Club.

Top left: Guest speaker Dr. Stephen Payne, Designer, Cunard Line, Queen Mary 2. *Top right:* (l to r) Karen Spaulding and Paul Knopfle. *Bottom left:* (l to r) Bill Henry (retired) talks with Rick Spaulding (past SNAME President). *Bottom right:* (l to r) SNAME Members Daniel Villarreal, Davy Hansch, Michio Oliver, and Angus Blakely, all from Newport News Shipbuilding, and Cameron Ghassemi, a Virginia Commonwealth University graduate student.



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SNAME IMPORTANT DEADLINES!



[SNAME Medals](#)
New Deadline: 1 May



[Faculty Advisor of the Year Award](#)
Deadline: 1 April



[Student Grant Program](#)
Deadline: 1 April



[Undergraduate Scholarships](#)
Deadline: 1 June



[Student Paper Awards](#)
Deadline: 30 June



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CAREER CENTER

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Member Company: Port of Corpus Christi Authority
Location: Corpus Christi, Texas, United States (On-Site)

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NAVAL ARCHITECT

Member Company: Lay, Pitman & Associates
Location: Tavares, Florida, United States (On-site)

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Certified Career Coaches are Waiting for Your Questions

View Career Resources

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