



MARINE INSURANCE CLUB

Rooms. 701-3, C C Wu Building,
302-308 Hennessy Road, Wanchai, Hong Kong

4th May 2018

TO : All MIC Members and Friends

NEW YORK ARBITRATION & CASUALTY RESPONDING

You are cordially invited to attend the following seminar :-

DETAILS

Date : Friday, 18th May 2018

Time : 18:30 to 20:30 hours

Venue : 22nd Floor, China Taiping Tower
8 Sunning Road, Causeway Bay
Hong Kong

Topics: **1) Society of Maritime Arbitrators, New York
How does it work, What does it do, What are its rules ?**

Mr. Dick Corwin, arbitrator of Society of Maritime Arbitrators in New York

2) Responding to Shipboard Casualties in the U.S. including retaining necessary Information and making necessary Reports to the Coast Guard and other authorities

Mr. John Giffin – Partner of Keesal, Young & Logan, San Francisco office

Language : English

Charge: FREE OF CHARGE

INTRODUCTION OF THE SPEAKERS

Please refer to the speakers' resume attached.



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REGISTRATION

Please advise us your attendance by clicking <https://goo.gl/forms/15LfRRqIpgXR9eCh1> for registration on/before 16th May 2018. In case you cannot access the above link, please send an email to micseminar@gmail.com giving your contact details. Acceptance will be on a first come first served basis.

ENQUIRY

Please contact:-

Mr. WONG Wai Man, Raymond	Tel.	9131 9626	or
Mr. William LAI	Tel.	3590 5653	or
Ms. Nikki ZHANG	Tel.	2828 3156	

MARINE INSURANCE CLUB

Dick Corwin

As a New York maritime lawyer with Haight Gardner (now Holland & Knight) and then as a partner of Walker & Cosa (New York) for 20 years, Dick Corwin handled legal/arbitral claims and disputes involving shipowners, operators and voyage/time charterers. In 1982 Dick moved to Hong Kong to open the Hong Kong office of Walker & Cosa the responsibility for which Jon Zinke took over in 1985.

From 1995 to 2005 as president of what now is Gard (North America) Inc. (in New York), Dick was responsible for the office's handling/supervising of all manner of maritime claims and FD&D matters in North America

From 2005 to 2015 Dick resided in Hong Kong, then Tokyo and then, again, Hong Kong. While in Hong Kong Dick served as M.D. of Gard (HK) and from 2007 to 2015 Dick also was Regional Director, Asia (Gard Group) with management responsibility involving Gard offices in Asia handling P&I, FD&D and H&M matters. In 2015 Dick retired and now lives in New York City.

Dick is a member of the SMA (Society of Maritime Arbitrators, Inc.) and is a trained mediator.

225 West 60 Street, Apt. PH1B
New York, NY 10023
mobile: (646) 343-7392
E-mail: dick.corwin@icloud.com

John D. Giffin

John Giffin has been a shareholder with Keesal, Young & Logan since 1984. John is the senior maritime lawyer in the firm's San Francisco office. As such he is responsible for supervising all of the firm's marine work in that office. The San Francisco office routinely represents vessel interests in legal matters involving the operation and management of ships of all types and sizes. This includes representing vessel owners and managers in personal injury claims, cargo claims, and casualties, including groundings, collisions, and oil spills.

The San Francisco office, under John's supervision, also represents vessel interests in regulatory matters initiated by federal and state agencies including the U.S. Coast Guard, the U.S. Customs and Border Protection Service, the Environmental Protection Agency, the Drug Enforcement Administration, and the State of California Office of Spill Prevention and Response.

John's work includes representing clients in state and federal trial courts as well as in the appellate courts, including the United States Court of Appeals for the Ninth Circuit and the California District Courts of Appeal.

Prior to joining Keesal, Young & Logan in 1979, John served in the United States Navy as a Deck Officer as well as a Chief Engineer.

John is originally from Newfoundland, Canada. He received his undergraduate degree at the University of Oklahoma and his law degree from the University of California, Hastings College of the Law.

John has given seminars and written articles on various marine topics including the intermodal transportation of goods, United States port state control issues, vessel safety issues (including the prevention of, and investigation of, shipboard accidents), and vessel compliance with U.S. statutes and regulations concerning engine room pollution abatement equipment.