

## Mark T. Maloof

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## Experience

### **2007 Second Mate on Research Vessel Knorr**

*Woods Hole Oceanographic Institution in the arctic off Baffin Island, Greenland, Iceland, Labrador, and Newfoundland.*

**Second Mate** – Report to the Master as Watch Officer in the Deck Department with normal 12-4 bridge watch and assists the Master and Chief Mate with duties. Major Duties:

- Post qualified and alert lookouts during watch at sea to ensure a properly maintained and efficient watch
- Checks to see that quartermaster steers correct course and that lookouts carry out all orders.
- Maneuver ship under Master's general supervision, to carry out scientific operations.
- Designated the ship's navigation officer, maintains all navigation equipment, publications, charts, and prepares information for the bridge. Responsible for all voyage planning. Provide Master with navigational information for transit routes to ports of call, including Sailing Directions, Coast Pilot, Light Lists, and Tide and Current tables and any other sources that are appropriate.
- Primary GMDSS Operator. Maintaining Sat A, Sat B, Sat C, MF, HF, Navtex, FAX and VHF. Responsible for testing daily and monthly communication equipment above as well as Lifeboat Radios, EPIRB's, SART's.

### **May 2006 to April 2007 – Moran Towing, New Canaan, CT**

I worked as Mate in off shore towing of barges along the east coast of US and Gulf of Mexico. Towing Tugs move various cargos including coal, fertilizer, alumina, and grain in barges holding tonnage from 14,000 to 28,600.

### **2006 January-February – Deck Watch Officer and Training Cruise Instructor**

Massachusetts Maritime Academy, Buzzard Bay, Massachusetts

Two month cruise on the U.S. Training Ship Enterprise as a Deck Watch Officer and Instructor. Cadets run the bridge of the ship while being monitored and graded by the Deck Watch Officer. The Cadets are rotated through the bridge on three days of watch followed by maintenance and classroom days. This years' cruise made port in Norfolk VA, Civitevechia Italy, and Barcelona Spain It was an honor to serve on this vessel and be a part of the training the future officers of the US Merchant Marine.

### **2002 - 2005 Chief and Second Mate on Research Vessels and Chief Mate on OSRV**

**Dyn Marine (Vessel Owned by MSRC) – M/V Virginia Responder**

**Woods Hole Oceanographic Institution - Research Vessel Oceanus**

**University of Hawaii – Research Vessel Kilo Moana**

**University of Washington – Research Vessel Thomas G. Thompson**

**Chief Mate** – Head of Deck Department reporting to Master with normal 4-8 bridge watch.

- Work closely with the Bos'n, and shore facilities as needed, on a daily basis regarding shipboard maintenance, sanitation, science operation, the loading, offloading, and shifting of science gear.
- Work with 3<sup>rd</sup> Mate on safety issues and concerns, and requisitions.
- Work with 2<sup>nd</sup> Mate on need, deficiencies, and requisitions.
- Occasionally direct and check on preventive maintenance and vessel sanitation by deck department and science area.
- Create and/or authorize deck department requisitions and cost control.

- Receive and reconcile requisitioned items once delivered.
- Check and work with Principal Investigator to organize science work, station locations and timing of events.
- Manage all Deck Department paper work including, crew evaluations, check and sign overtime, make up port and sea watch bills, make up work lists for Bos'n, maintain various computer files, record books, and logs.
- Perform deck rounds to check on vessel being secure for sea at all times and make laboratory space rounds on needs and personal safety of science personnel.
- Rarely can walk about the ship without addressing and/or answering questions or concerns.
- Lead UNOLS Safety Meetings with UNOLS Video muster.
- Assist Master as needed.

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### **1995 – 2002 - Wave Systems Corp, Lee, MA**

Wave provides solutions to security of commerce and personal computers. They accomplish this through a chip that does DES encryption, secret keys, and a back office systems that manage transactions and royalties.

**Senior Software Engineer** – Designed, built, tested, and documented several products. Among these were original designs of application interfaces to:

1. Publisher interface to a remote back office system that provided management and reports on transactions and their pricing.
2. Four separate versions of a software based encryption Internet System. Included was a self-merchandizing object (SMO) file that could be hosted anywhere and remained completely secure by DES encryption.
3. The development of [www.CharityWave.com](http://www.CharityWave.com) that takes advantage of the Wave Internet Commerce Platform to provide donations to charities. Over 60 charities use this system. One of our proudest moments was the ability to begin gathering donations of Sept. 11 within one hour of the disaster. We brought in over 1.4 million dollars with no service charges. This was approximately 10% of all Internet donations.

**Project Manager** – Supervise the work of mostly contract engineers. I was also involved in original and enhancement designs of existing internet projects.

**Principal Engineer** – As resident technical expert on Wave Systems Internet Commerce Platform, I over saw designs and changes. I gave support where ever necessary to engineers and customer service also. In addition, I was involved in the original designs of their current Trusted PC project using an external encryption USB device for security.

### **1994 – 1995 - GE Fanuc, Albany, NY (contractor)**

**Software and Application Engineering** – I worked as a contractor to GE working with and enhancing their process control software call Simplicity.

- My first project was a 4 month upgrade of the Saturn Auto Plant in Spring Hill Tennessee. I designed a test bed of machines that would allow the proper upgrade of over ten thousand data points that run almost every process at this plant.
- Next I spent a few weeks in Waterloo Iowa installing conflict resolution software for automated cranes.
- I wrote customized software to integrate with Simplicity for the Opal Automotive plant in Zaragoza Spain.

### **1990 – 1994 - Beloit Lenox, Lenox, MA**

Beloit is a large corporation that makes paper making machinery. The division in Lenox makes Paper Winders. These are the last processing where paper is slit and wound into manageable sized rolls used by the end customer. We handled all kind of paper from tissue to news print.

**Senior Software Engineer** – I first designed and built a GUI for a Curve Editor allowing end users to develop all the necessary curves to build a good roll of paper. I also rewrote almost all the GUI for all parts of the product on VAX VMS platform.

**Software Manager** – After one year I became the manager of the software group.

**Special Projects Engineer** – In this capacity I worked on several projects including:

- Beloit R & D experimental winder technologies in Dalton MA.
- Bowater Paper high speed data acquisition software.
- Developing the user interface and design of an Expert System to identify paper defects. We worked with paper experts to gather their expertise into a database of information which anyone could use to identify problems.

### **1988 – 1990 - V.I. Corporation, Amherst MA**

**Technical Support Engineer** – I supported development engineers using the company's product for the development of Graphical User Interfaces. This included developing Demo programs, special test programs for various UNIX and VAX VMS platforms.

**Software Engineer** – I wrote a graphical set of software libraries to link a rule base expert system call NEXPERT.

### **1987 – 1988 - Marine Telepresence, Pocasset, MA**

**Software Engineer** - designed, implemented, and tested application programs for high precision underwater acoustic navigation system used for archaeological mapping and tracking of remotely operated underwater unmanned vehicles. These programs were engineered for use on PC computers.

**Support Engineer** – I worked at sea in the Mediterranean Sea searching for shipwrecks with Dr. Robert Ballard. We searched of the HMS Arc Royal, Lloyds of London scuttled ship case, and Ancient Roman wrecks.

### **1984 – 1985, 1982 - Zapata Marine, Inc., Houston, TX**

**Master (Captain)** - Command of Company owned Vessels.

**Chief Mate** – Second in command of company owned supply ships under charter to major petroleum producers throughout the world. As head of the Deck Department, my responsibilities included the following:

- Supervise the entire deck crew and all deck officers.
- Supervise of all cargo operations and its proper loading.
- Supervise the physical maintenance of the entire vessel.
- Supervise the Stewards department and all food related operations.
- Organize and execute towing operations for Drill Ships, Semi-Submersibles, and Jack-up drilling rigs.
- Stand watch commanding, navigating, and maneuvering the vessel on two 4 hour shifts daily.

*Watch Standing* includes the safe navigation of a vessel with electronic, celestial, and terrestrial navigation equipment. It also includes ship handling, maintenance of log books, posting lookouts and helmsmen, and other responsibilities according to a given operation. All watch standers work two 4 hour shifts every day.

### **1976 - 1983 - Woods Hole Oceanographic Institution, Woods Hole, MA**

**Second Mate, Third Mate** – Served on R/V Atlantis II, R/V Knorr, R/V Oceanus, and R/V Alcoa Seaprobe, working directly with scientist of many disciplines including Geologist, Physical Oceanographers, Marine Chemists, and Marine Biologists. As Second Mate I was considered the navigation officer who maintains all navigational equipment and planning of courses, optimization of safe navigation for all voyages. As Third Mate, I

was responsible for the ships bridge, all fire fighting equipment and its maintenance, life saving equipment and its maintenance, assisting the Chief Mate.

### **1976 - Tracor Marine, Port Everglades, FL**

The company's premier Research Vessel H.J.W. Fay was my first ship as an officer. We were contracted to U.S. Geological Survey for my four months aboard.

**Third Mate** - Watch Standing, Firefighting and Life Saving Equipment, and the deployment and recovery of scientific equipment.

## **Education**

### **Masters of Science Degree in Computer Science**

NORTHEASTERN UNIVERSITY, Boston, MA

*Concentration:* Artificial Intelligence

### **Independent Study in Computer Science**

UNIVERSITY OF MASSACHUSETTS at Amherst, MA

7 Courses leading to acceptance to a graduate program in Computer Science

### **Bachelor of Science Degree in Physics**

STATE UNIVERSITY OF NEW YORK MARITIME COLLEGE

*Major:* Physical Oceanography

*Minor:* Meteorology

*Minor:* Nautical Science

## **Licenses & Certificates**

### **MARITIME**

- Master of Steam or Motor Vessels of not more than 1600 gross registered tons (domestic tonnage), 3000 gross tons (ITC tonnage) upon oceans; Master of Towing vessels upon oceans; also, Second Mate of steam and motor vessel of any gross weight upon oceans U.S Merchant Marine Document
- WIPER SD(FH), PIC-MEDIC CARE, ANY UNLIC DK RATING INCL AB
- 70 hour Global Marine Distress and Safety System – Houston Marine
- FCC GMDSS Radio Operator's License
- 33 hour Automatic Radar Plotting Aids (ARPA) – Marine Safety International
- 80 hour Medical Care Person In Charge – Maritime Professional Training
- Certified Diver with NAUI - 141392, WHOI, YMCA

### **AVIATION**

- Private Pilot License, Airplane; Single Engine, Land, Instrument Rating

### **EMS & FIREFIGHTING**

- Massachusetts First Responder and Firefighter
- EMT-Basic

### **NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)**

- IS 700 – National Incident Management System
- ICS 100 – Introduction to the Incident Command System
- ICS 200 - Incident Command System for Single Resource and Initial Action Incidence

## **References**

Available Upon Request